The Marker Lamp

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The Marker Lamp

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The editorial policy of The Marker Lamp, the official publication of The Lone Star Region, shall be to contribute, wherever possible, to the promotion, growth and understanding of the hobby of Model Railroading, within the confines of good taste and responsibility. The Marker Lamp is published once each quarter by and for the members of The Lone Star Region of The National Model Railroad Association. Articles appearing in The Marker Lamp are the opinions of the authors and do not necessarily reflect the position or policies of the officers or membership of The Lone Star Region or The National Model Railroad Association.

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Rails to the Rockies
by Kenneth Kaiser

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President's Message

by Chuck Lind, MMR
Chucklind46@gmail.com

Seems hard to believe that four years have already gone by. The past four years as President of the Lone Star Region, it seems like it was just yesterday (except for 2020) that I took over from Steve Barkley. I have had many great times meeting new folks that have been willing to share and step up when asked - for this I am grateful.

I want to thank Marc LaChey for filling one of what I view as a key position - that of Convention Chair. I told him I would like to see convention scheduled in advance and not waiting until the June Board meeting to find out of someone is willing to do the next years convention. He has done that for the Region. We have a joint convention being held in October in Tulsa, OK this year, delayed slightly with the Covid problems. He has a convention scheduled for 2022 to be held in Temple and then Mike Mackey and Donna Orr are co-chairing the NMRA National Convention held it the D/FW area.

While all of the members of the Board have worked very hard over the past four years, I must give a special thank you to Jeff Palmer. The job of Secretary is not just a twice a year job of taking the minutes at the Board meetings it is a year-round job. Reports from National have to be distributed to Directors each month and it seems like National is always asking for something. When I have questions, a call to Jeff usually gives me the answer, sometimes not what I want to hear, but what I needed to hear. Jeff also takes care of the web site and sends out the email blast that you receive, so as you can see almost a full-time job.

I also need to thank Ken Kaiser who took over as your membership chair. Ken has sent letters and made phone calls to the folks on the 60 and 90 day past due membership. This job is frustrating at best hearing all the reasons they aren't planning on renewing their membership in the NMRA but the highlights come when that person decides to renew again after Ken has gone over many of the benefits. Thanks Ken.

At the Annual Board meeting in June, Donna will be taking over as your President. I have tried to share with her over the past few months some of the items from National so she will be ready as they hit her incoming email. Over the past several weeks she has joined me on Zoom sessions held over 4 Saturdays reviewing many things from National and the new Presidents handbook. While these sessions have been informative the have also been long 3-4 hours at a time. This has also given her the chance to meet some of the other Region Presidents which is a good network when you have some questions.

For all of the Directors, and Department Chairs, Thank You! The past four years as your President would have been much more difficult without your help and input. While some of the Board meetings have been a little long, everyone's input is important. The Board has had some difficult items put before them over the past few years. The discussions on some of the items became heated at times, but everyone had time to give their viewpoint on the matter before the vote was taken.

I am looking forward to getting back to in-person meetings again. Zoom was a tool we had to learn with the events of 2020, but I like to see people face to face and get the interaction that you just can't get from Zoom. The Annual Membership Board meeting this year will be a hybrid with both in person and also via Zoom. Thanks to Bob Thiele who has made arrangements for this meeting to be held in Temple. Bob is also the convention chair for our 2022 convention in Temple so this board meeting will give board members a chance to see all this railroad town has to offer.

As April ends, I step back and take the position of Board Advisor. Please give Donna all of the support that you have given me over the past four years.

Thanks!

Random Santa Fe Depot Updates

by Riley Triggs
rileytriggs@gmail.com
ponyrr.blogspot.com
modelrailroaddesign.blogspot.com

ATSF Depot in Vaughn, NM built in 1908

The steam locomotive will remain in the park in front of the depot. I've recently learned that with donated locomotives, the tender is often mismatched. The railroad would donate an unusable tender and keep the good ones to keep in service.

The ATSF Depot in Clovis, NM will soon be a new restaurant.

Reporting from the road this issue, I passed by some Santa Fe depots. The historic Santa Fe passenger station in Clovis, NM, once a railroad museum run by Phil and Vernah Williams, is being re-purposed into a restaurant.

Phil passed away in 2020 and was dedicated to seeing the redevelopment of the Clovis historic railroad district and development of the Phil and Vernah Williams Historic Railroad Park, Harvey House and depot. He helped create the Clovis MainStreet program and was one of the founding members of the Clovis Area Train Society.

The new restaurant called The Rails began construction in October of 2020 and will retain the museum's artifacts in the restaurant. The station was listed on the National Historic Register in 1996.

Passing through Vaughn, NM at speed, I caught a glimpse of the 1908 depot which is currently being used by the BNSF as an office.

Meanwhile, in Brady, TX, the Union Passenger Depot is for sale. The station was built in 1911 to serve the Fort Worth and Rio Grande Railway (FW&RG) and the Gulf, Colorado & Santa Fe Railroad.

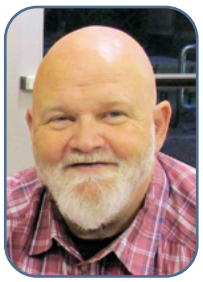
The depot has been used as a retail and events center of late and appears to be in good condition according to the photos on the realtor's web page. Asking price is $315,000, but I bet you could get it for just $300,000!

Riley

The Harvey House in Clovis, NM sits across the parking lot from the depot.

The Union Passenger Depot in Brady, TX is for sale.

Up the Tracks Events Calendar



By Bill Dryden
NMRA & LSR Life Member

DISCLAIMER in light of COVID-19

I have visited each of the web sites provided, however, you should (re)verify any event you are interested in attending before traveling to it.

Here are upcoming events within the LSR of which I am aware. I will provide all the information YOU send me or I can glean from other publications, websites, etc., for these events. Additional information may be available through the NMRA Scale Rails and/or various trade magazines or various websites. Also, note that all show times and dates are at the discretion of the sponsoring organization and are subject to change. Please forward any and all information about upcoming events or activities in your area, club, etc., to me via e-mail at bdr149@airmail.net.

The Tulsa Union Convention
2021 Midcontinent and Lone Star Regions NMRA

New Dates!
October 6-10, 2021

http://www.2021tulsaunion.com/
Embassy Suites
3332 South 79th Street
Tulsa, OK
Come all!!
PARTICIPATE!!!

RECURRING EVENTS AND MEETINGS

LSR Division 3 - Trinity River Division – Allen

The Trinity River Division meets on the Third Saturday of every month at the Christ Servant Lutheran Church, Allen Texas. Occasionally things change due to scheduling conflicts so pay close attention to the email meeting notices that go out a week before the meeting. If you would like to be added to the email list contact Donna Orr at donnalorrtx@gmail.com.

LSR Division 4 – Cen-Tex Division – Austin

The Cen-Tex Division meets bi-monthly at the Austin Northwest Recreational Center, 2913 Northland Drive, Austin, TX. Meetings are held at 10:00 am on the Second Saturday of the *odd* months and include clinics, show-and-tell, DCC minute, social activities and a layout open house. For more information about upcoming meetings, see http://centexnmra.org or contact director@centexnmra.org to be added to the mail list.

LSR Division 8 - Texas Gulf Division – Houston

The Texas Gulf Division presents hands-on-clinics every second Saturday of each month at the Bayland Center, 6400 Bissonnet, Houston. The clinic times are 10:00 a.m. to 12:00 p.m. All are welcome. To be added to the Division 8 mailing list contact Jim Lemmond at jimlem@comcast.net. The Division 8 web site is http://texasgulfdivision.org/

Alamo Model Railroad Engineers - San Antonio

The Alamo Model Railroad Engineers meets the 2nd Friday of the month at 7:30 p.m. in the Zucht Building at the Texas Transportation Museum, 11791 Wetmore Rd., San Antonio TX. For more information call Peter Shavney (210) 317-3661 or Gene Turner (210) 355-2777; or visit the web site www.alamomodelrailroadengineers.com.

Austin Model Railway Society - Austin

The Austin Model Railway Society is a HO scale modular group that is open to new members and meets once a month. For more information please email Riley Triggs at president@austinrailway.org or visit the web site www.austinrailway.org.

Houston Area Live Steamers

HALS has over 9,000 feet of track for you to enjoy and ride on most any Saturday of the year. Someone is usually there every Saturday with special run, operations, waybills/timetable, work and fun run days scheduled throughout the year. Our public run days are the third Saturday of the month March through November. Come see our 2,500 foot expansion in Phase 4. Model Railroaders (any scale) are welcome to attend most any time. Check our web site out at www.hals.org for schedule of events or e-mail Rick White – rick.white.jr@gmail.com for more information.

New Braunfels Railroad Museum

Kids Fun Day is held on the 1st and 3rd Saturday of each month, 10:00 am to 2:00 pm. New Braunfels Railroad Museum, 302 South San Antonio Street, in the 1907 Restored Railroad Depot; New Braunfels, TX. Museum phone (830) 627-2447. Kids of all ages will have the opportunity to run model trains and become a Jr. Engineer. Also among the displays at the Kids Fun Day will be a large US Army Model Garden (G) Scale and Lego Trains. Visit our Steam Engine, Caboose, Dining Car (available for Birthday Parties) and Box Car. There will be other fun, train related activities, additional model trains, train artifacts, our 1907 depot are on display. The Railroad Museum opens at 10:00 am on Saturdays. For field trip scheduling and more information, call Howard Young (210) 542-6121, or visit us at www.nbrrm.org.

North Texas Council of Railroad Clubs – Irving

The North Texas Council of Railroad Clubs (NTC) meets the 3rd Tuesday of the month. Visit the website www.dfwtrainshows.com for more information about the NTC, its meeting site or member clubs.

Texas Northern Model Railroad Club – Dallas (North)

The Texas Northern Model Railroad Club business meeting is the 1st Thursday of the month and for regular meetings on Thursday evenings and most Saturdays. If you like to operate, come by on Tuesday nights to join our weekly operation session. Located in North Dallas at 11999 Plano Rd., Suite 154, Dallas, TX 7 5243. For more information: www.texasnorthern.org.

Texas Western Model Railroad Club – Forest Hills

The Texas Western Model Railroad Club meets for its business meeting every 1st Thursday of the month at 7:00 PM. The Club is located at 6808 Forest Hills Drive, Forest Hills, TX. For more information: (682) 587-2092 or www.twmrc.org or email cdo@twmrc.org.

EVENTS AND SHOWS

May

15th – 16th Historic Jefferson Train Show. Sat. 10:00 a.m. to 5:00 p.m., Sun. 11:00 a.m. to 4:00 p.m. Adults $7, Kids under 6 Free. 305 W. Austin Street, Jefferson, TX. More information: Norman Bell (903) 240-6039, or http://historicjeffersontrainshow.com/.

16th Scottish Rite Train Show 2021. Sun. 1:00 p.m. to 5:00 p.m. Scottish Rite Hospital, 2222 Welborn Street, Dallas, TX. More information: https://scottishriteforchildren.org/.

28th – 29th 24 Hours @ Saginaw. Come watch trains for 24 Hours with us on Friday, 7:00 p.m., through Saturday, 7:00 p.m.. over Memorial Day Weekend. Admission Free. Saginaw Heritage Center (the depot), 301 S. Saginaw Blvd., Saginaw, TX. More information: http://www.ntxnrhs.org/ or https://www.facebook.com/24hoursatSaginaw/

June

26th Red River Railway Prototype Modelers Meet. Sat. 9 a.m. to 6 p.m. Admission $20. Forest Hill Civic Center, 6901 Wichita Street, Forest Hill, TX. More information: https://redriverrpm.org/.

August

14th Greater Houston Train Show. (Sponsored by the San Jacinto Model Railroad Club). Sat. 10:00 a.m. to 4:30 p.m. Adults $5, children under 12 Free, Family $10 (max). Stafford Center, 10505 Cash Road, Stafford, TX. More information at http://sanjacmodeltrains.org/.

28th – 29th Austin Area Train Show. Sat. 10:00 a.m. to 6:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults $8, Children 12 and under FREE with adult. Palmer Events Center, 900 Barton Springs Road, Austin, TX. More information: info@austintrainshow.org or https://austintrainshow.org/ or follow AMRS on Facebook!

September

4th – 5th Clark Gardens Model Train Show. Sat. 8 a.m. to 5 p.m., Sun. 10 a.m. to 5 p.m. Adults $9, Seniors (65 and over) $7, Children (4 to 12 years old) $5, Children 3 years of age and under Free, Clark Gardens Members: Free. Clark Gardens, 567 Maddux Road, Weatherford, TX. More information at https://www.clarkgardens.org/happenings/model-train-show.html.

October

2nd – 3rd Fall 2021 Dallas Area Train Show. (Sponsored by the North Texas Council of Railroad Clubs). Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults $10, Children 12 and under Free, "Sorry, we can only accept cash at the door." Plano Civic Centre, 2000 E Spring Creek Parkway, Plano, TX. More information: https://www.dfwtrainshows.com/

30th – 31st Annual Fall Train Show. (Sponsored by New Braunfels Railroad Museum). Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults $8 (14 & older), Child $2 (3-13 years old). New Braunfels Civic Center, 375 South Castell Avenue, New Braunfels, TX. More information: http://newbraunfelsrailroadmuseum.org/nbrr/train-shows/.

January 2022

15th – 16th Dallas Area Train Show. (Sponsored by the North Texas Council of Railroad Clubs). Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults $10, Children 12 and under Free, "Sorry, we can only accept cash at the door." Plano Civic Centre, 2000 E Spring Creek Parkway, Plano, TX. More information: https://www.dfwtrainshows.com/

Please consider our deadlines for submittals and publications to allow adequate lead time to correctly announce your event – Column submission deadlines are the 15th of January, April, July and October; publication of the Marker Lamp is the middle of the following month.

Excursion Train Trips

Austin Steam Train Cedar Park, TX; (512) 477-8468; www.austinsteamtrain.org

Grapevine Vintage Railroad Grapevine, TX; (817) 410-3185; www.gvrr.com

Old Hickory Railroad Jackson, LA; (225) 634-7397; www.louisianasteamtrain.com

Texas State Railroad Palestine & Rusk, TX; (888) 987-2461; www.texasstaterr.com

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Whose track goes there?

You tell me whose layout this big photo is from, and I will give the first person to email me the correct answer at rrrduino@huntatrophy.com a campfire lighting Arduino next time we meet!

Do you live in central Texas?

Whether you're new to model railroading,
want a large layout but don't have the room,
or just want to hang out with friends...

Come join us!

We're an HO scale modular club with regular meetings in the Austin area.
Members participate in many ways, from software to scenery to operations.

AUSTIN MODEL RAILWAY SOCIETY
EST AMRS 2017

Check out all our website at **austinrailway.org** for more information and how to join.
You can also reach us at **info@austinrailway.com** or **(512) 836-5275**.

The 2022 Lone Star Region Convention is looking for a few talented members

We are looking for members who would like participate by presenting clinics. The clinic theme is

"Working towards the Achievement Program"

If you are interested in helping out, contact Bob Thiele, Cen-Tex director at rthiele52@hotmail.com

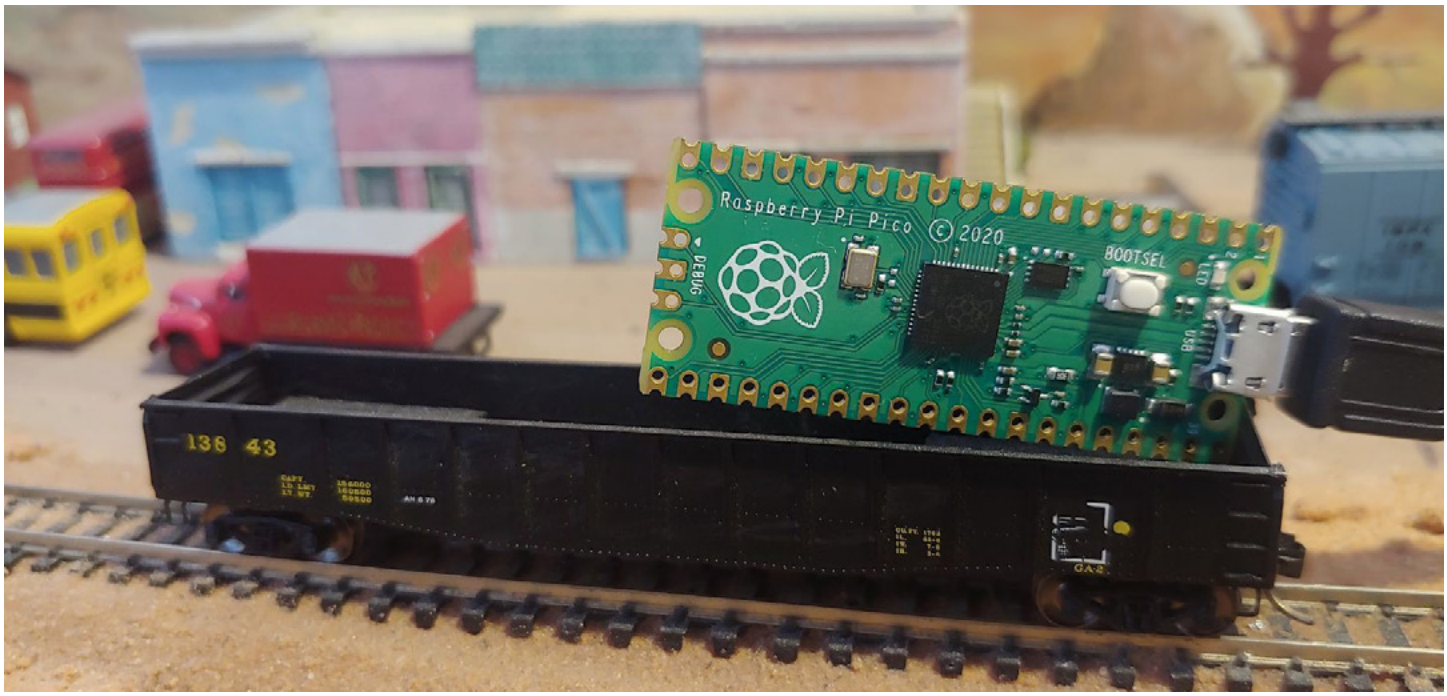
...RRRduino...

by Speed

PiPico, we smell competition in the land of the 'duino!

Our very favorite low cost micro controller system is seeing some fresh competition. Everyone by now has heard about the Raspberry Pi, some fruity company in the United Kingdom, making single board computers! They run Raspbian (or other flavors of Linux and are capable of some Windows versions) for as little money as $10 for the Pi Zero W.

The more popular Model 4, with 2 GB of RAM, retails for about $29. Add a $5micro SD card and you have a real computer with which you can surf the Internet, write code and even program Arduinos. It also runs our other favorite, JMRI. Of course,plug it into a small or big screen television with an HDMI cable and you can even stream Netflix. If you want a really cool computer built into a keyboard, also check out the brand new, Raspberry Pi 400, you might just think you own a ZX Spectrum again.

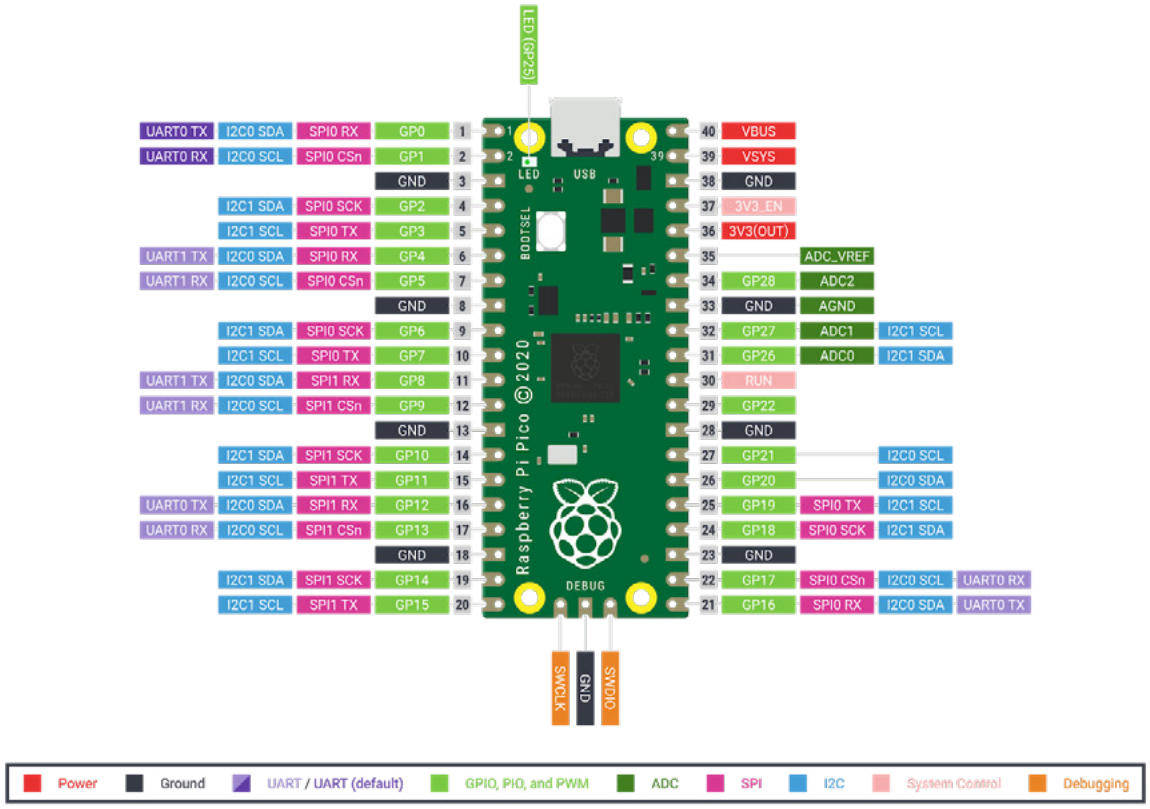


PiPicoonanN-scalegondola

These are all "computers" with processors and now the Raspberry Pi Foundation has ventured into the microcontroller (MCU) market with their first chip, the RP2040.They also put it on a board (2" x 0.82" x 0.15") about the size of an Arduino Nano, and called it the Raspberry Pi Pico. Micro Center had it stock right after the announcement and is selling it for $3.99, but to lure you into the store, you can get the first one for a mere$1.99!

So,before putting you to sleep, what makes this new Picoboard better or worse than the Arduino Nano?

- First, you get 2 cores, or "brains" in the same silicon part, only 1exists in the Nano
- 32-bit ARMCortex-M0+ parts compared to the Unoor Nano's 8-bit RISC architecture in the Atmega 328P
- runs quite a bit faster, 48MHz (and can go up to 133MHz) compared to 16 MHz in the Nano
- 264k Bytes of RAM, versus the Nano's 2k Bytes
- 2 MBytes (upto16 MBytes) in a separate chip, while the Nano only has 32 kBytes to store your code
- No EEPROM present as realized with 1kByte on the Nano
- The Pico can be programmed very easily with MicroPython, and both can also be programmed using C o rC++
- The Pico MCU runs on 3.3Vdc where the Atmega 328P is 5Vdc capable. I only call it as light negative, sinceyoumight have to change some of your external circuits to work with the 3.3V
- It has 26I/O pins against the 20I/Os on the Nano, six more is always welcome
- It only has 3 analog input pins, but at 12bits, against the 6 analog pins sampled with10bits
- Another eye brow raiser is the 16 PWM pins compared to the 6 PWM pins, marked with the ~ on the Nanoboards, yes sixteen hardware controlled servos!
- 2UARTs (serial ports)versus the 1 UART that is connected to the USB converter chip, thus shared, on the Nano
- And the technical connections like USB1.1 supports Device and Host, it has 2 SPI ports, 2 I2C ports where the Nano only has 1 SPI and 1 I2C port
- Also a built in temperature sensor on the chip, but easier to use. (The Nano has one too, did you know?)
- The onboard LED is on GP25, with no pin on the board to it, and the Nano has it on D13 with a pin for it too
- The Pico board does NOT have a power LED on board, and the Nano, Uno and several others do. This is quite unsettling if you like to know your board is powered before and after you program it!
- The Pico also has 8 state machines in something called Programmable I/O, so you could imagine seeing DCC decoders being decoded by hardware in the chip self. This might avoid the normal software routines written in ASM code, so you might be able to use DCC just as easily as you would use I^2Cora UART
- But the Pico board has the silkscreen labels on the BOTTOM and almost ALL Arduino boards have them on TOP
- 9 ground pins spaced at the 3rd pin from each corner and 4 other pins in between down the long sides and themiddle pin on the short side, versus a desperate search for more than the 3 ground pins on the Nano! (Yes, the Nano's 6 pin header on the short side also has a GND pin)
- 1 BOOTSEL button (This enable flash drive mode when pressed at powerup and does not reset your Pico when your code is running, with care, you can use this button as an input),versus 1 RESET button on the Nano
- Micro-B USB connector versus Mini-B USB on the NANO, which one is better? Depends on your current or last phone charger, right?



The PICO board comes with "castellated" pins, and no parts underneath the board, so you could solder the Pico down to another board as if it was another part.

So, how do we use this? The easiest first test is to install MicroPython on the Pico and then write some Python code tomake the LED blink. When you push the button on the board when you plug it into the USB port, you will put the Pico ina mode where you will get a "Thumb drive" on your computer. D: or E: it might be. On the drive is an html documentthat, when opening it in your browser, will take you straight to the Pico Getting Started Guideon the Raspberry Pi Foundation's website. So you don't need to find the web page first, you need to plug the Pico in first!

Onto this very same drive you would drag and drop the MicroPython.UF2 file and next time you power the Pico up(without pressing the button) it will show up as a Serial Port in your computer and the Pico will be running MircoPython. So opening the Serial Port up in something like Thonny, TeraTerm, putty, rshell (if you like the command line) or even the Arduino IDE's Serial Monitor, you will see the REPL interface just like you would if you have Python installed on your computer and type "python" in on the command prompt.

A command like print("hello world") would show hello world in REPL, but you could call that a bluff and blame TeraTerm for doing that. So better would be to turn the LED one, right?

So the command prompt in REPL is the >>>so don't type that in:

```
>>>frommachineimportPin
>>>led=Pin(25,Pin.OUT)
>>>led.value(1)
```

While you compare this to:

```
voidsetup(){pinMode(13,OUT-
  PUT);
  digitalWRITE(13,HIGH);
}//setup()
```

keep in the back of your head that `setup()` still needs to be compiled and uploaded where REPL is actually uploaded to the Pico and executing your code as you type it in. That allows you to fairly quickly try things out and test them before settling on the final version of the code. But, right now, when you remove the power from the Pico and turn it back on, you are left with only REPL running, and no LED turned on.

To the rescue is the Thonny tool (or the Pico-Go extension if you prefer VS Code) with which you can access REPL as well as having access to the file system on the Pico where you can save your Python (.py) programs or scripts if you want to call them that. To the chase, in order to have your code run on power up, you need to save it as `main.py`. When you enter code in the Thonny editor, you will have a choice to run it locally on the computer or on the Pico, so make sure it is saved to the Pico as main.py, and, when you turn the power back on, the LED will light up.

"That is quite exciting" you will say, not! A resistor and a battery can make an LED turn on too! So lets blink the sucker,since that is what you really want right? We will avoid the whole `delay( )` dilemma holding the Arduino chip hostage,and introduce the `Timer` concept while using the `led.toggle( )` function.

```
frommachineimportPin,Timeled =
Pin( 25, Pin.OUT )timer=Timer()

def blink( timer ):led.
  toggle()

timer.init(freq=1,mode=Timer.PERIODIC,callback=blink)
```

And that is it, either execute that on the Pico with Thonny, or save it as main.py and cycle power.

The `def blink( timer ):` in Python creates a function in Python, just like `void myBlink( Timer timer ) { }` would in C, and the indentation(spaces)before `led.toggle( )` puts the toggle command in the blink function. As soon as the indentation returns to the left, you are out of the function. So no { or } needed. Just the : and the indentation. You will see the same thing with things like if, for and while

```
if(a==b):
  for( item in myList ):c=0
    while( c < d ):print(
      item )c=c+1
```

Two cores you say, so can we use `delay( )` again now? Well you should not, but let's check this horrible idea out anyway...I want the one core to blink the LED and the other core to print a message on the REPL display. A better idea would be to solder a LED in, but the curiosity is too high!

```
importtime,_thread,machine

deftaskToggleLEDOnSecondCore(count,delay):led=ma-
  chine.Pin(25,machine.Pin.OUT)foriinrange(count):
    led.toggle( )time.
    sleep(delay)
  print('done#2')

defprintMessagesOnFirstCore(count,delay):foriin-
  range(count):
    print('@step{}'.format(i+1))time.sleep(delay)
  print('done#1')


_thread.start_new_thread(taskToggleLEDOnSecondCore,(20,1))time.sleep(5)
printMessagesOnFirstCore(10,1.5)
```

This will toggle the LED 20 times on every second, while waiting 5 seconds to print us the numbers 1 through 10 every 1.5 seconds. Question, who finishes first, or is `done #1` or `done #2` printed first? So you'll notice that we are using `time.sleep( )`, the equivalent of `delay( )` in MicroPython, which halts or blocks the core until the time expires, butsincewerunonetaskononethe1st coreandtheotheronthe2nd,we don't see the one block the other. The `range(x)` function, that gives you 0, 1, 2 if `x==3` and the "`for i in`" part that picks 0, then 1 and then 2as it cycles through the loop. The string object in Python has a `format( )` function, where the `{}` in the string is replaced with the parameters specified. `i+1` is thus causing the line to print `@ step 1` the first time. You will also note that a `print()` function, by default adds a new line to the end, so you won't see `println()`.

Waau, that is a lot of work, why did you not go the C/C++ route? Well, right now you need to install the whole C/C++SDK (Software Development Kit), which I guess should not be a task that another YouTube video could not assist me with, BUT, I have heard that the Arduino company is working on a new Arduino board that will have the same RP2040chip on it. And guess what, when that comes out, we will simply open the Arduino IDE, add the board with the Boards Manager and the whole C/C++ kit will come downloading and configuring itself. Call me lazy, yeah right! At least I have patience!!! Edit: I think it already happened

At this point,while we are working hard on getting mqTrains to the world, I am going to let you ask some questions and wait to see if the model train world requires us to change this quarterly article to RRPiPico...

Next time I will have the PiPi codriving a few One Wire Signals from JMRI again, unless you have a bigger need?

ML

LINKS:

PiPi coat Raspberry Pi Foundation:
https://www.raspberrypi.org/products/raspberry-pi-pico/

Pico Getting Started Guide:
https://www.raspberrypi.org/documentation/pico/getting-started/

$1.99 and $3.99 Picos at MicroCenter:
https://www.microcenter.com/product/632771/raspberry-pi-pico

MicroPython.UF2file:
https://www.raspberrypi.org/documentation/pico/getting-started/static/5d8e777377e8dbe23cf36360d6efc727/pico_micropython_20210121.uf2<-this might not be valid for long, but the Getting Started Guide will get you to the latest

10 things to know about the Pi Pico:https://www.youtube.com/watch?v=NiLvGeO9PaU

Temperature Sensor on ADC4:
https://youtu.be/PYOaO1yW0rY?t=418

Arduino Internal Temperature Sensor:
https://www.instructables.com/Arduino-Internal-Temperature-Sensor/

BOOTSEL pin as input:
https://github.com/raspberrypi/pico-examples/blob/master/picoboard/button/button.c

Thonny:
https://thonny.org/

Rshell:
https://www.youtube.com/watch?v=IMZUZuytt7o

Arduino IDE getting Pico support:
https://www.seeedstudio.com/blog/2021/01/29/arduino-ide-support-announced-for-the-raspberry-pi-pico/

mqTrains:
http://mqtrains.com/

Raspberry Pi 400:
https://www.raspberrypi.org/products/raspberry-pi-400-unit/

2021 Tulsa Union Convention Layout Preview

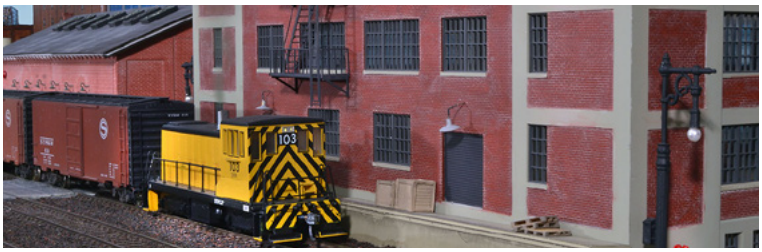
From the 2021 Tulsa Union Convention web site

Tom Fausser

South Brooklyn Terminal Railway

HO Scale

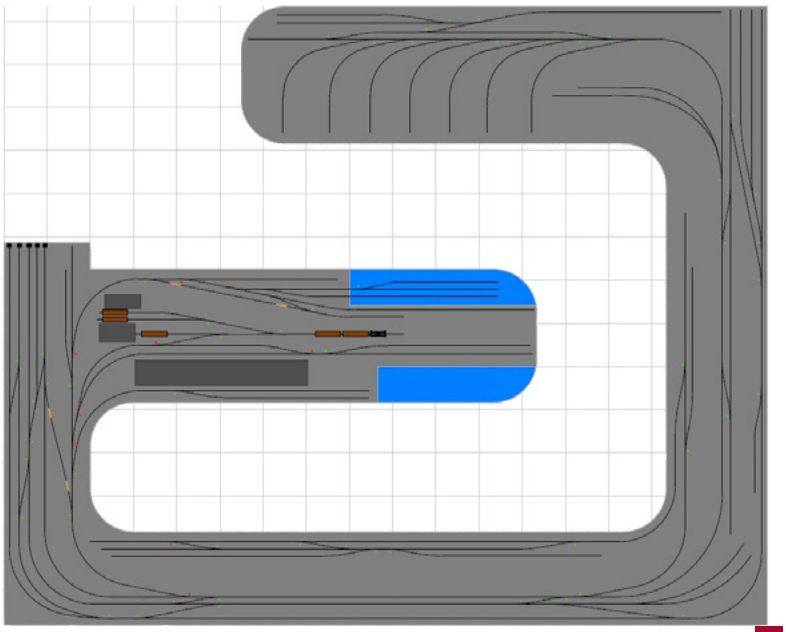
The South Brooklyn Terminal Railway is based on a proposed but unbuilt line that was to connect the various harborside railroads in Brooklyn circa 1913. The layout now set in the late 1950's features four industrial switching zones all sharing a common 5 track stub ended yard. Operations are carried out with GE 44 tonners on the South Brooklyn Terminal Railway and GE 70 tonners on the South Brooklyn Railroad with shared trackage. Large industrial buildings, tight radii, street trackage and car float operations utilizing a crew of four operators amongst urban scenery 85% complete. All turnouts are manually thrown, all locomotives are DCC equipped with sound. EasyDCC system with tethered throttles, car cards and waybills used to direct movement.



Arrangements have been made with the Embassy Suites, 3332 South 79th East Ave. in Tulsa to host the convention. Attendees who book early can take advantage of a rate of $106.00 for a King room and $111.00 for a double room. And as it customary, the Embassy provides a free, made-to-order breakfast and a complimentary evening reception. And the hotel offers plenty of places for attendees to sit and visit with old friends and make new friends. Check out the convention website for the Convention Code and telephone number to use when making your reservation.

We encourage you to check out the website as updates and new information is posted on the site.

www.2021TulsaUnion.com



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RAILS TO THE CANADIAN ROCKIES PART TWO

by Kenneth Kaiser
pictures by John Garfield, Kenneth Kaiser, Frank Treadaway, Jay and Jeremy Waters

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Our 10 day trip to see the Canadian Rockies began in Vancouver British Columbia (BC) and consisted of four legs.

The third leg

The next leg consisted of taking the Rocky Mountaineer train from Banff to Vancouver over the Laggan, Mountain and Shuswap Sub- Divisions with an overnight stay in Kamloops. Each Gold class car is double decked with 24 seats on the top level (pix 65, 66, 67, 68, 69). The dining area (pix 70) and the kitchen with its own chef are on the lower deck. There was a stairway and an elevator (pix 71). The veranda for taking pictures is on the lower level (pix 72). Three staff members are assigned to each gold car (pix 73). Like an aircraft, each seat pocket has an emergency exit card (pix 74). On the way west we would run adjacent too or over the Bowe, Eagle, Kicking Horse, Kootenay, Thompson and North Thompson Rivers.

We departed with a view of the Bow River and the Canadian Rockies (pix 75). We passed a railroad museum (pix 76,

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77, 78). Shortly thereafter we went downstairs for breakfast. A menu was provided (pix 79). The breakfast was delicious (pix 80). There was constant maintenance being done on the right-of-way (pix 81, 82). We entered the Upper Spiral tunnel at Cathedral Mountain (pix 83). Having an open vestibule on the lower deck and the fact that we were the first gold car (pix 84) allowed for great pictures (pix 85, 86) behind several single deck cars provided the opportunity to take great shots (pix 87, 88).

As we continued west alongside the crystal blue water of the Thompson River, there were many beautiful scenes (pix 89, 90, 91, 92). The river gets its blue color from the minute earth particles in the runoff from the glacier and mountain streams. The trees and bushes were showing their fall covers (pix 93, 94).

There were many tunnels along the way including a combined Avalanche and rock Slide tunnel (pix 95, 96). As we were about to enter Kamloops we were able to see the merg-

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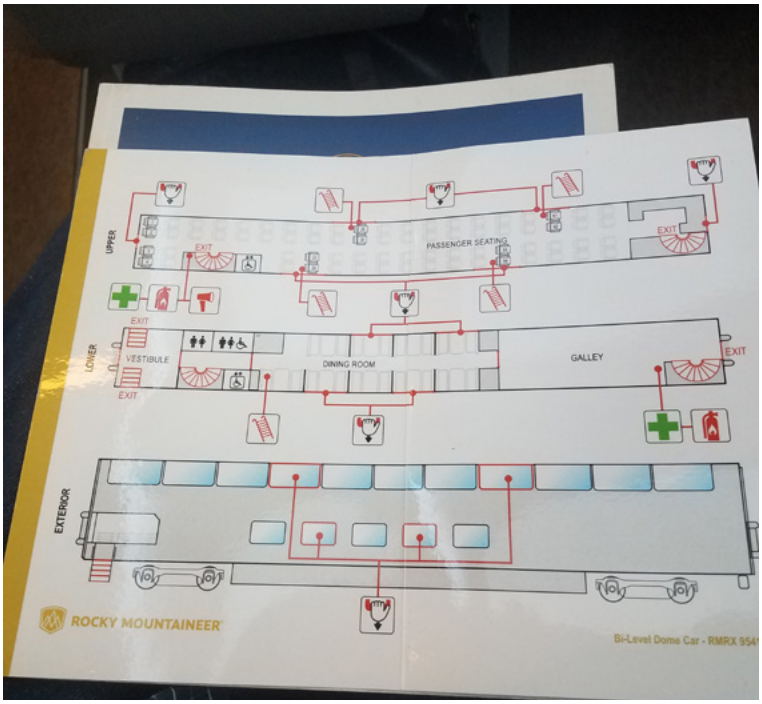

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ing of the North Thompson and Thompson rivers (pix 97). The south river is a blue colored while the north is olive colored since its water comes from Lake Revelstoke. Eventually as the waters combine the color of the Thompson becomes olive (pix 98). We had dinner in the dining car and spent the night in Kamloops.

The fourth leg

In the final leg we continued on the Rocky Mountaineer to Vancouver.

The next morning (pix 99) we boarded the train to waving flags, a red carpet and greetings from two of our stewards from the upper level (pix 100). As we headed alongside the Thompson River we met a CP intermodal crossing a bridge (pix 101, 102) and passing underneath us (pix 103). At this point the line was double tracked and we were passed by a train of hopper cars hauling coal dust. To prevent it from blowing away a layer of latex had been sprayed over the coal

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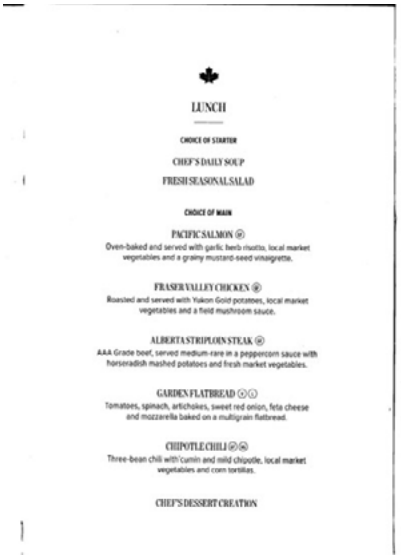
dust (pix 104). The Thompson had merger with the Fraser River (pix 105, 106). As we continued south the river began to get narrower and more dangerous (pix 107, 108, 109). The narrowest part of the river with steep walls occurs at MP 7.0 of the Ashcroft-Yale Subdivision 1 and is called Hells' Gate Fishway (pix 110, 111).

It is extremely dangerous to navigate and a safe passageway was built in the middle of the river for the migrating salmon. As the terrain leveled we took the Canadian version of Horseshoe Curve (pix 112). Before arriving back in Vancouver we have to pass slowly through the Lynn Creek rail yard which serves both the CN and BNSF (Pix 113, 114, 115, 116). Almost home, we once again we have to pass over the Fraser River Bridge (pix 117) and head on to the Rocky Mountaineer Terminal (pix 118). Finally the group picture (pix 119). ML



LUNCH

CHOICE OF STARTER

CHEF'S DAILY SOUP

FRESH SEASONAL SALAD

CHOICE OF MAIN

PACIFIC SALMON
Oven-baked and served with garlic herb risotto, local market vegetables and a grainy mustard-seed vinaigrette.

FRASER VALLEY CHICKEN
Roasted and served with Yukon Gold potatoes, local market vegetables and a field mushroom sauce.

ALBERTA STRIPLOIN STEAK
AAA Grade beef, served medium-rare in a peppercorn sauce with horseradish mashed potatoes and fresh market vegetables.

GARDEN FLATBREAD
Tomatoes, spinach, artichokes, sweet red onion, feta cheese and mozzarella baked on a multigrain flatbread.

CHIPOTLE CHILI
Three-bean chili with cumin and mild chipotle, local market vegetables and corn tortillas.

CHEF'S DESSERT CREATION

BREAKFAST

CHEF'S SEASONAL FRUIT CREATION AND A FRESHLY BAKED PASTRY

CHOICE OF MAIN

SUNRISE SKILLET
A baked egg served over Yukon Gold potatoes, smoked farmer's sausage, bacon, tomatoes and roasted mushrooms.

SPINACH, FETA & EGG SOUFFLÉ
Roasted Yukon Gold potatoes and smoked farmer's sausage.

SMOKED SALMON & EGG SCRAMBLE
Roasted Yukon Gold potatoes, crème fraîche, smoked salmon and a crispy corn tortilla.

EGGS BENEDICT
Poached eggs, Montréal-style smoked beef on a toasted English muffin, topped with tarragon hollandaise.

BUTTERMILK PANCAKES
Light and fluffy with warm blueberries.

TRADITIONAL OATMEAL
Rolled oats, brown sugar and fresh berries.

FIELD BERRY PARFAIT
House-made roasted almond granola, sweet field berry compote and creamy yogurt.

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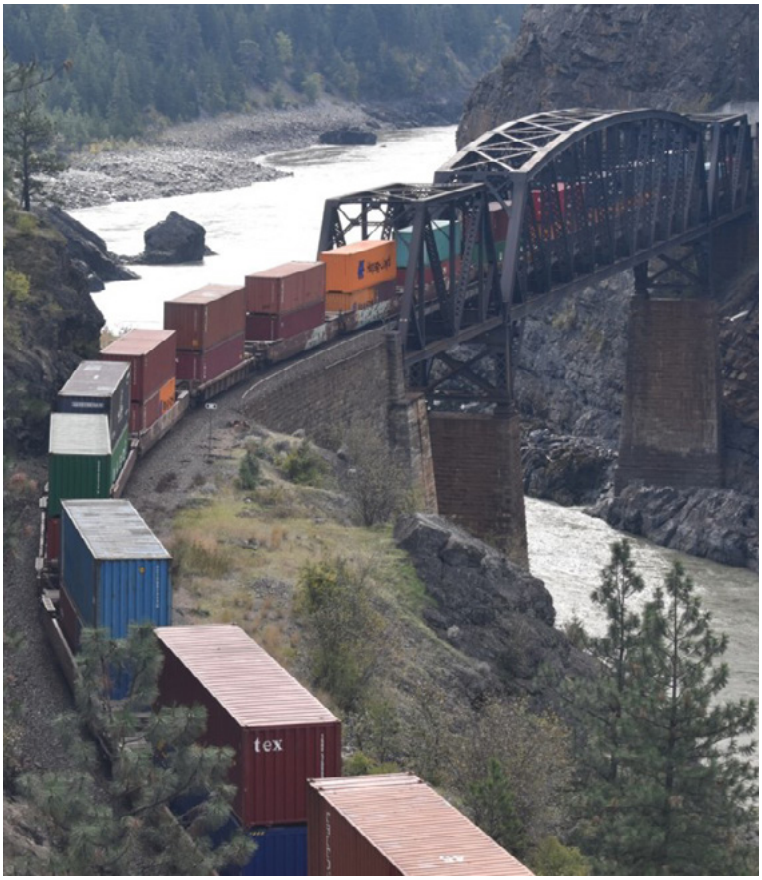

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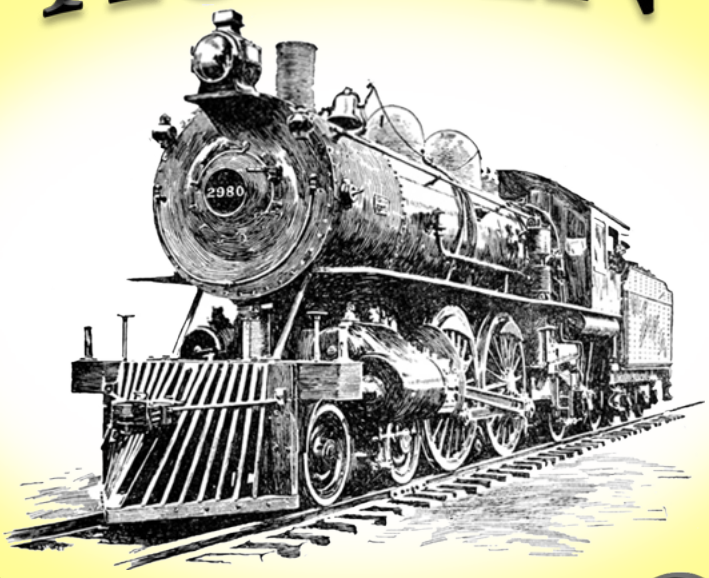
2021

AUSTIN



TRAIN SHOW

Saturday August 28 10:00 am to 6:00 pm
Sunday August 29 10:00 am to 4:00 pm

Palmer Event Center

900 Barton Springs Road - Austin, Texas

Enjoy over 25,000 square feet of model railroading!

Operating Model and Lego Railroads • All Scales • Dozens of Vendors
Buy and Sell • Raffle • Self-Guided Area Layout Tour • Concessions

Admission $7

Children 12 and under FREE with adult • Admission includes both days

For more information, check out **austintrainshow.org**
Sponsored by the Austin Model Railway Society

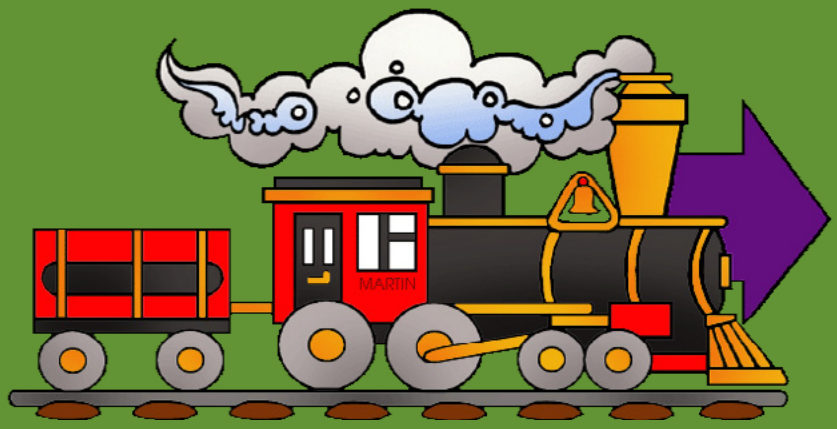
October 6-10, 2021

Come to the convention and take advantage of 21 great clinics and up to 15 layouts available for operating sessions and touring. Check out updates to the convention website listing for clinics and layouts. Among the layouts available for operating and touring will be Ken Ehlers Sn3 *Pandora & San Miguel Railway*.

Remember that Early Registration rates disappear on July 1st
Sign up now!

http://www.2021tulsaunion.com/

The 2021 Tulsa Union Convention is the joint production of the Indian Nations Division, Midcontinent Region and Lone Star Region, NMRA



Wanted! Nominees for the LSR 2022 Youth Award

- **Who:** Any boy or girl 18 years old or younger with an interest in model railroading.
- **Where:** One nominee from each LSR Division.
- **A past awardee:** May be renominated for another year if they meet the qualifications specified in the LSR Constitution. **Contact Jim Lemmond jimlem@comcast.net**

How: Fill out the special Youth Award Membership Form available on **http://www.lonestarregion.com/**

When: Submit your nomination to **your LSR Division Director** by December 1, 2021.

For more information contact:
Jim Lemmond, Youth Chairman: **jimlem@comcast.net**

NOW AVAILABLE!

Color

Pike and Dealer Ads

Pike and dealer ads are now available in color for the same price! Share your railroad or advertise your business to others while supporting the Lone Star Region.

- **Do you have a herald for your railroad?**
- **Is there a unique feature?**
- **What is the name of your hotshot freight or crack passenger service?**

Let everyone know about it with a color ad!

Pike ads are $8 per year and dealer ads are $20 per year.

Payment should be made out to:
LSR NMRA

Contact Speed Muller
lsrtreasurer@huntatrophy.com

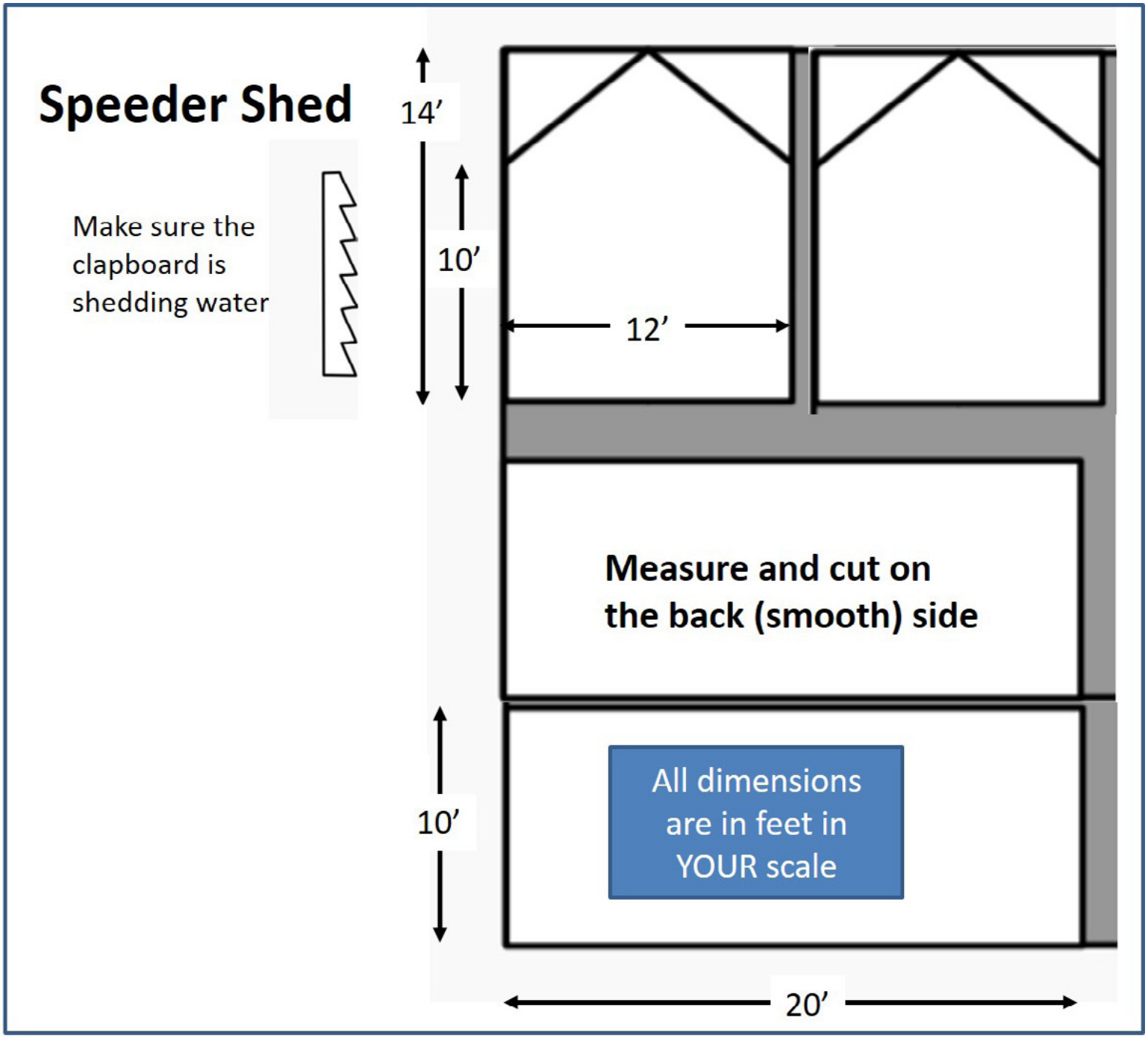
Ads can then be sent as a JPG file attached to an email to:
rileytriggs@gmail.com

YOU CAN SCRATCH BUILD

A SIMPLE SPEEDER SHED

by Don Winn

1



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This is the first in a series of Marker Lamp articles discussing how to get started in scratch building structures. In each installment I will highlight a particular structure I have scratchbuilt. There are thousands of great articles out there in magazines and on the internet about how to build structures, but this series is intended to be as much motivation as it is instructional.

We all need structures for our layout --- actually we need lots of them. Whether we are working on a home layout, club layout, modular layout or a diorama, it is the structures and scenery, not the track, that define to a visitor what the railroad is all about. We could fill our layouts with nothing but Walthers' structures, but then they tend to look like everyone else's layout (hey, there's nothing wrong with that – it's your layout). But if you are trying to recreate a specific prototype or capture a certain look, you may find that the out of the box kit isn't always the best choice. It may be time to give scratch building a try.

Do you have the skills to get started in scratch building??? Yes, you bet! I know this because I am not an expert modeler; far from it. Like Steve Brown who hosts the "It's My Railroad" series on Trains.com, I'm just a "regular guy" modeler. When I was a kid, I would go down to the YMCA on Saturday mornings to swim and do activities. I tried building some Revel car kits there, but I always used up the whole tube of glue, getting most of it on the windshield. After several failed

Materials

	Grandt Line S –Scale	Grandt Line HO – Scale	Tichy N - Scale
Freight Door	4040	5080	2515
Person Door	4003	5021	2514
Window	(5305)	5305	2510
Evergreen:			
Clapboard	4101	4081	4041
Stiffeners & Trim	164	164	153
Roof	9040	9040	9040
Roofing		Black construction paper	

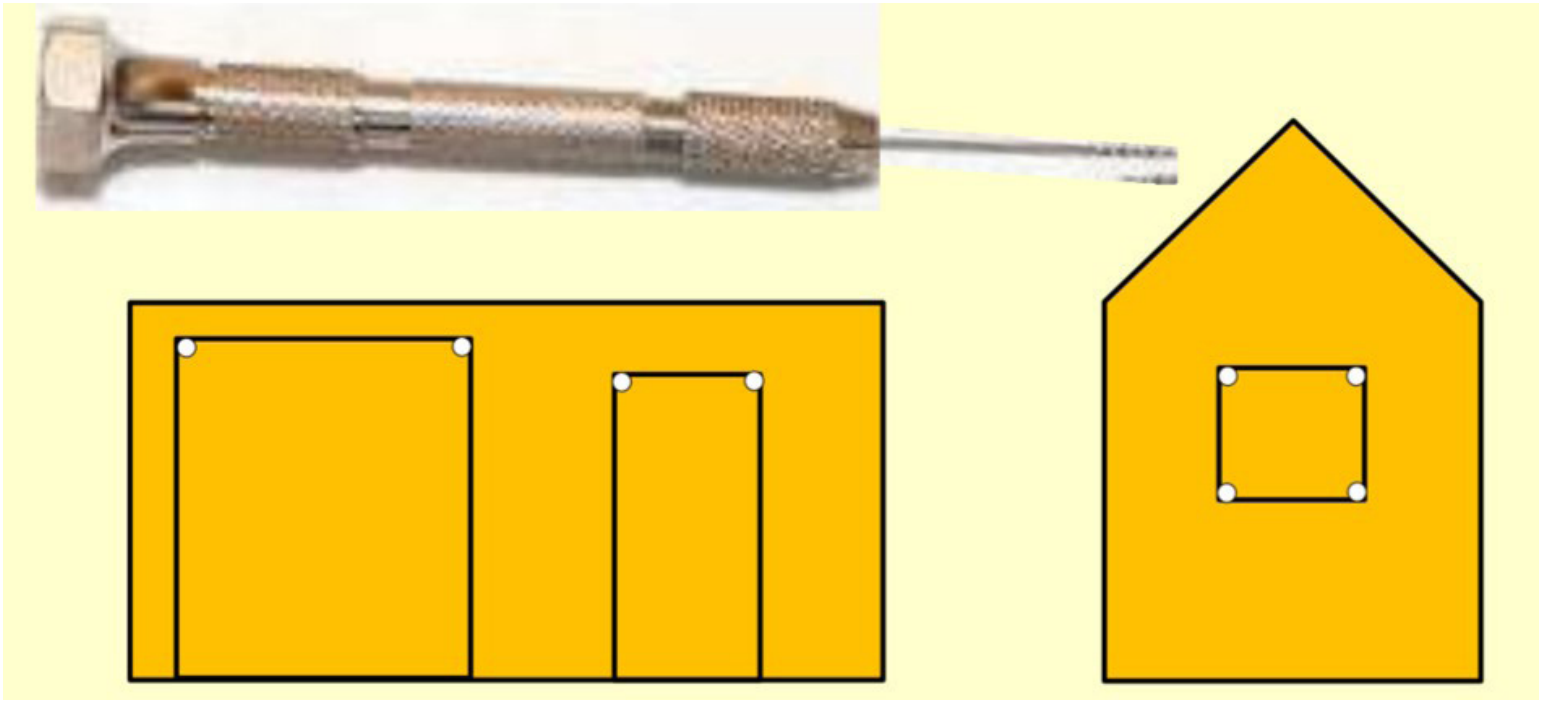
3

4

Tool List

Paint and Glue:
- Paint (your choice)
- Styrene glue
- CA glue (to install painted trim)
- White glue (to install roofing)

Tools:
- Cutting mat
- #11 hobby knife
- Sharp pencil
- Scale ruler – for your scale
- Metal straight edge (can use scale ruler)
- Mini carpenter's square (L-shaped)
- Small file
- Sanding stick or emery board
- Pin vise and drill (any size)
- Styrene glue (recommend Faller type with small metal spout)
- Several small clamps (clothes pins will do)
- Clamp or block to make 90 degree corners



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attempts, I determined modeling wasn't my thing. After many decades away, I'm back, and the challenge of the AP program is helping to make me a much better modeler.

Why should I participate in the AP Structures program???

The simple and most compelling answer to this question is that it will make you a better modeler. Ask every MMR, and they will tell you the same thing. Some NMRA members think the AP program is just about tooting your own horn on what you have done, but that's not the objective. The requirements are designed to stretch your hobby skills; to try something you haven't done before and to learn something in the process. [Full disclosure: no, I haven't completed the requirements for AP structures yet. I'm about halfway there. So we'll follow along with my progress, and I'll have to keep building to stay ahead of these articles!]

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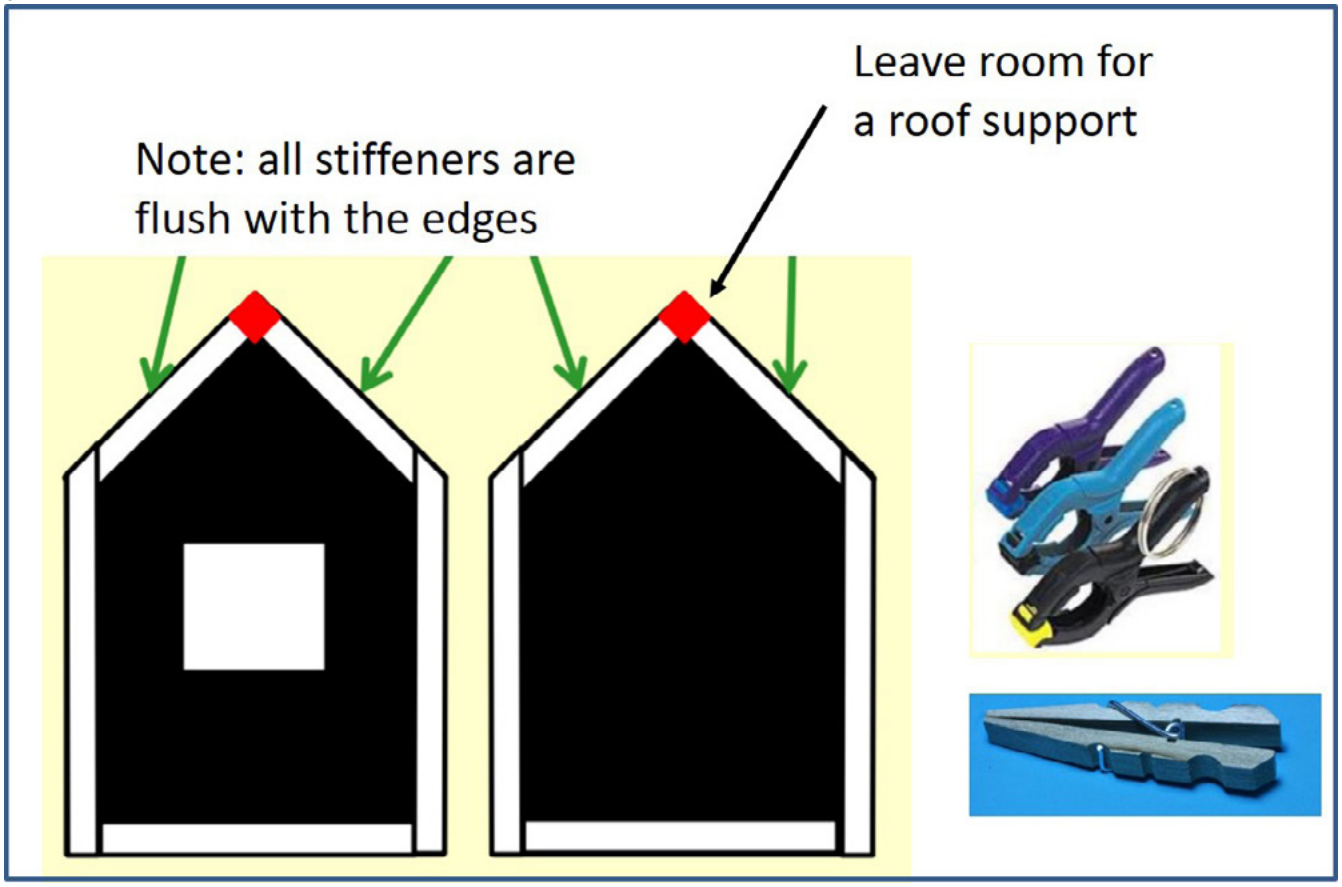

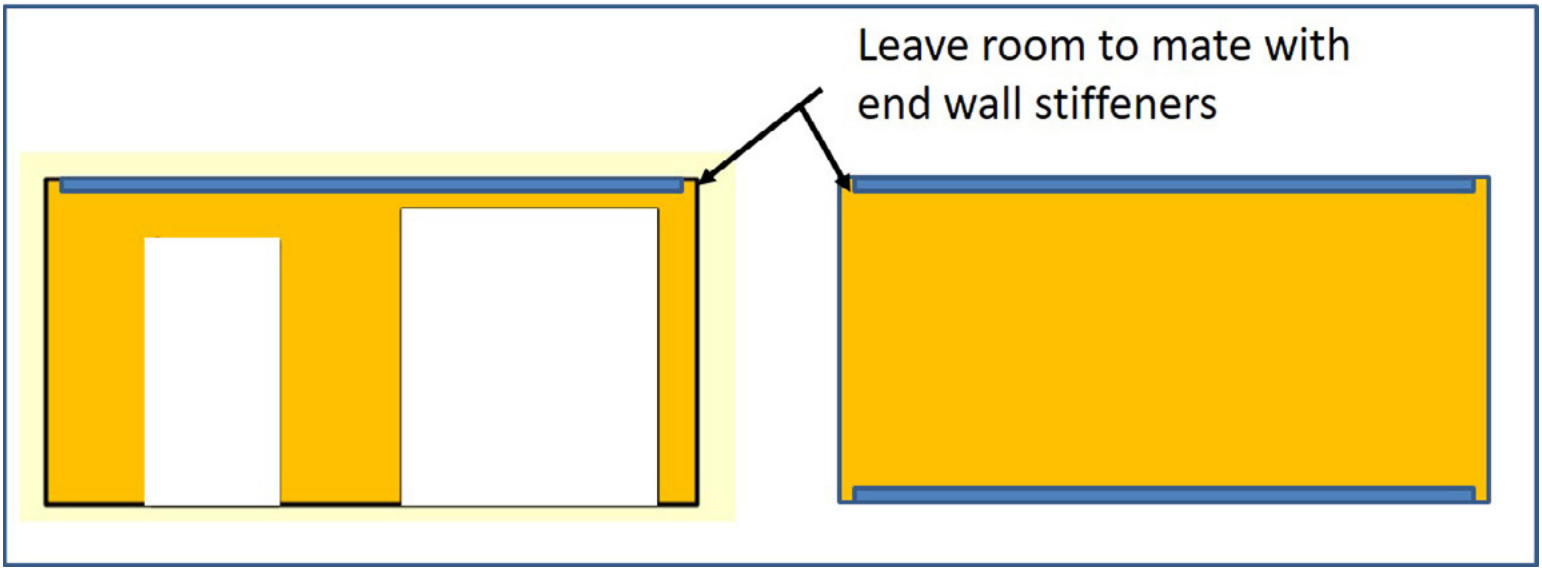

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Scratch building is certainly one of those stretch goals for most of us. It forces us to think about how to plan the project and what materials would work best. Building the structures expands our skills and experiences on what tools, glues, paints, weathering, etc. will get the job done.

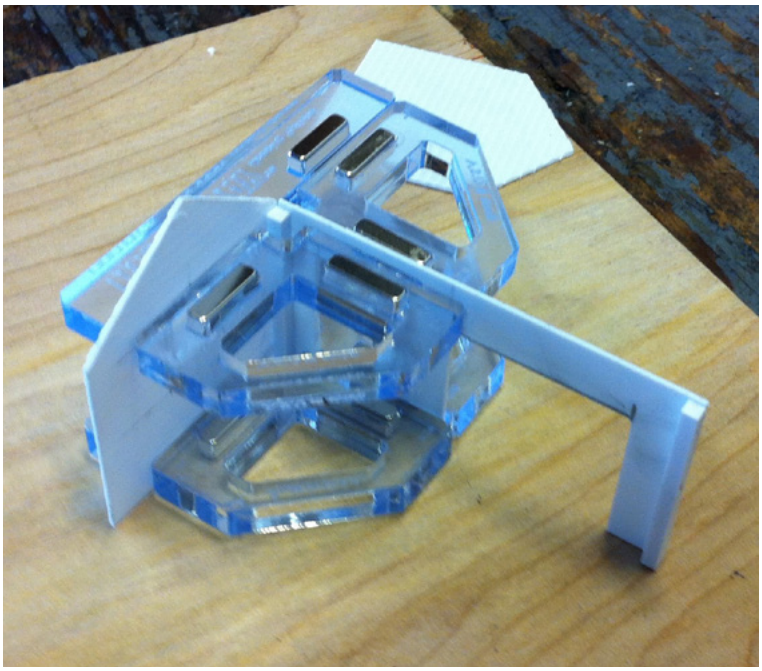
Scratch building really isn't as hard as it sound. If you start simple and expand from there, you'll be surprised at what you can accomplish. Let's start out with a project that is relatively simple: a speeder shed (fig 1). It is a very basic structure, and it's one that YOU can easily scratch build. It's just 4 walls and a roof. Very basic. We're calling it a speeder shed, but you could re-purpose it to any kind of shed, shop or outbuilding that you might want for your layout.

Let's get started – Plans and Materials

The hardest part of many projects is just figuring out how to approach it and then getting the motivation to get it done. Scratch building certainly fits into that category. When you open up a new plastic kit or laser kit, you find all of the pieces there, all cut and ready to go. Not only that, but there are directions and diagrams to guide you step-by-step. Scratch building means you need to have an overall vision on how you will build it, followed with a more detailed plan / sketch with some dimensions.

You'll also need to jot down a list of all the materials you will need and then go out and buy them. The famous scratch builder, Bob Walker, was always saying that he makes sure he has all the materials collected before he starts a project. Lacking a critical part brings a project to a screeching halt, which can be very demotivating.

How do you come up with a structure design? If we're playing the TV game show of "Who Wants to Be a Scratch Builder", can we phone a friend or ask the audience for a lifeline? You bet! Not only that, but unlike when we were in school, we can even copy off of our neighbor's paper!!! Really! No, really!! Even if you are submitting this structure for AP judging. That's right!



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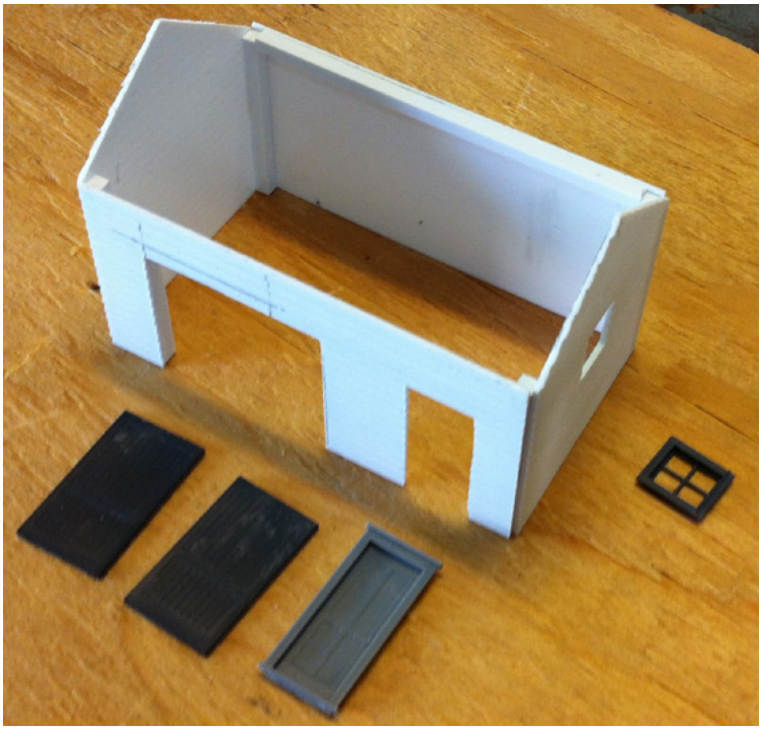
Magazines (Model Railroader, Railroad Model Craftsman, Mainline Modeler, etc.) are great sources for ideas and detailed plans for structures to build. In fact, the older magazines are better, from back in the day when scratch building was accepted as the primary process for many modelers.

Is it OK to open up a commercial kit and copy the plans from it? Yes! Is it OK to measure the parts from that kit and then buy the raw materials?? Yes again! So…… can I just build a knock-off clone of a commercial kit and still claim it is scratchbuilt??? Yes! As long as none of the parts came out of a kit box and were purchased by you separately (actually, the rules allow for up to 10% of your model to contain commercial parts).

You will get more points, however, if you have designed the structure yourself, but for now, let's focus on getting something built. We'll talk about the points and making your own plans in future articles.

This speeder shed was the topic of a hands-on clinic



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hosted by the Trinity River Division (Div 3-LSR) several years ago. (Thanks to MMRs Jerry, Duane and Larry!) For a nominal fee, we were provided with the plans (fig 2) and all of the raw materials for the basic structure. We also received excellent instruction on basic modeling techniques and specific tips on building the shed. I'll tell you that it was a fantastic opportunity for myself to really get going in scratch building. And my shed received enough points to merit!

OK, we now have a plan and a parts list (fig 3). Let's start building!

Building the Structure

Our primary material for this project is styrene, and I'm going to assume you have at least a beginner's level of skill in cutting (score and snap) and gluing styrene. You probably already have all of the tools on the tool list (fig 4).

Start by cutting out the walls from the clapboard. Look closely and make sure the clapboard for the end walls is pointing down (shedding water). Mark and make the cuts on the back (smooth side) in case your knife slips. Stack the two ends and the front/back pieces to make sure they are identical. File and sand them until they are identical to make sure your shed will be a true rectangle. Tip: in pencil, draw an arrow on the back side of the rectangular walls to remind you which is the top.

Decide where you want the doors and windows and trace them on the backside of the walls. There are several ways to cut out the openings. One time-honored technique is to drill a small hole in the corners, then score and snap (figure 5). Cut the openings a little undersized and then file them out to fit the doors and window castings. Don't glue them yet. Tip: Remember that when working on the back you will have to reverse your plans as well. A window 6 feet off the left side needs to be 6 feet from right side when you mark it from the back side.

Using your favorite styrene glue, cut and glue stiffeners to the edges of the end walls, leaving room for your roof beam, as shown (fig 6). Glue stiffeners to the top and bottom of the front and back walls, leaving room for the end wall stiffeners (fig 7). Now glue together an end wall and a front or back wall, using your favorite corner-making jig (fig 8). I prefer the magnetic Rite-Way clamps for a job like this. Repeat with the other pair, then combine the 4 walls using rubber bands to hold in place. Your shed is starting to take shape (fig 9). Tip: an alternative approach is to glue your walls together before adding the bracing, just to make sure the bracing doesn't interfere with anything. Also, any wall with a peak should always be on the outside of the joint so you don't have a gap between the roof and the wall.

Cut the roof panels, leaving a scale 1' overhang on all sides. This project has the roof making a 90 degree angle, which makes it easy to clamp while gluing (fig 10). Add a roof

11

beam stiffener to the joint, making sure it will stay within the end walls.

Cut 4 pieces for the outside corner trim, but don't glue if you are going to paint it a contrasting color. Now we're ready to paint.

Painting and Weathering

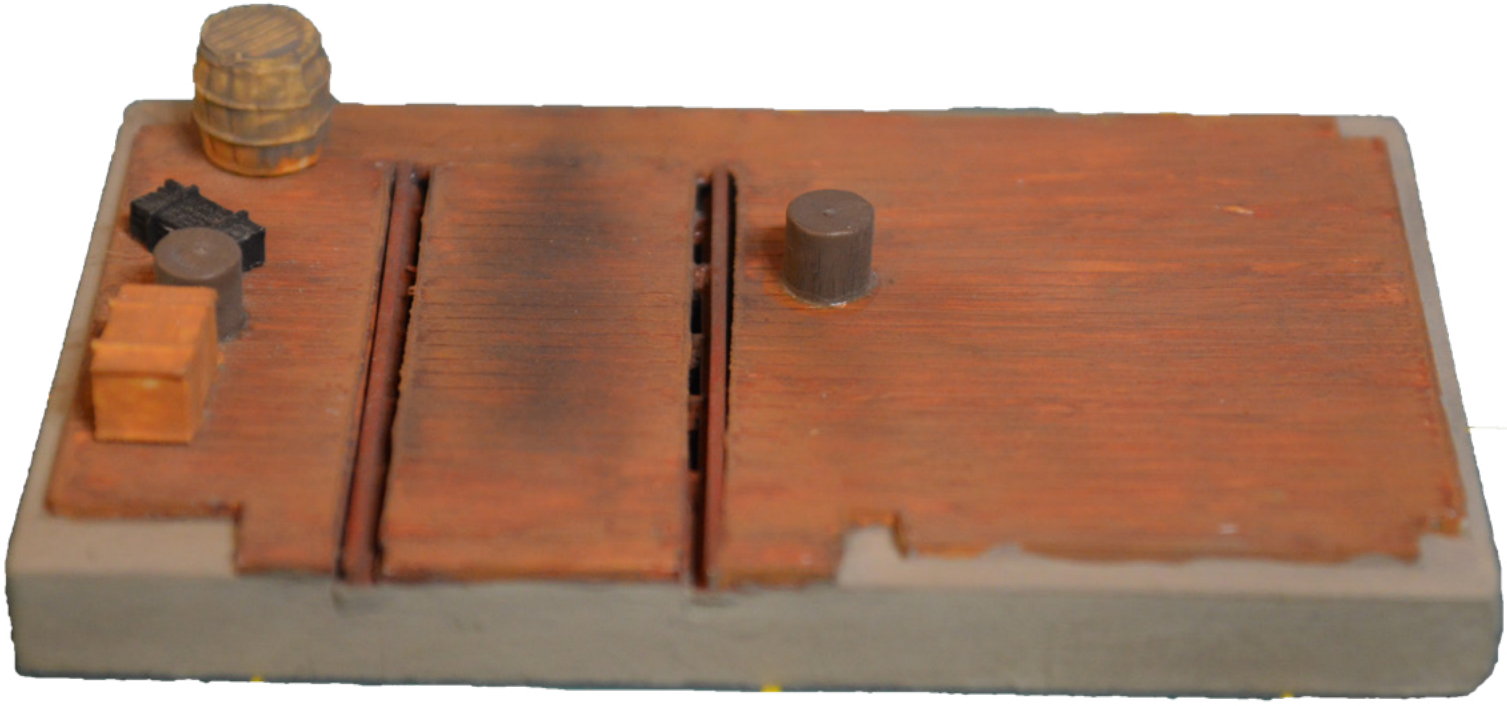
You have several options for painting your model. For me, I get the best results by painting the various sub-assemblies separately and then gluing them together with CA (super glue). You can hand paint or use an air brush, but rattle cans from Home Depot can do a fairly decent job. It's quick and they come in many colors – just remember you want flat or possibly satin finish, not gloss. The downside is that this type of paint is that the pigments are really big and it will fill in detail if you aren't careful – not recommended if you are trying to win a contest.

I often take a photo of which paints I used (figure 11). That way I can make future structures match, or at least I'll be reminded of what not to do if I don't like how it turned out… Suggested painting schemes for our shed:

Exterior walls : per your prototype color. White was common.

Interior walls: light color, or black if not modeled with open doors

12



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Doors, Windows, and Corner Trim : complimentary color, or per prototype. Dark green was common.

Roof top: black (it will be covered, but just in case the tar paper gets blown off)

Roof bottom and optional rafters: neutral brown color or trim color

There are several ways to handle the roofing. I did a tar paper roof with 3' wide paper strips colored with a black marker, or you could use black paper. Overlap the sheets, and glue with White or Tacky glue.

Weather the structure with your favorite powders, chalks or pan pastels. Finally, glue in the window glazing (from your spares bin).

Details

You can add details to your shed to customize it and add interest (and gain more points). Foundations are an important part of any structure (fig 13). I usually make mine separate from the structure so that I can glue down the foundation and plant the scenery around the foundation while still allowing the structure to be removed for maintenance (and allow it to be knocked off by and elbow or derailed train without much damage).

I decided to open the speeder door to display the interior (fig 14). This really attracts the attention of your visitors. I added an interior wall to separate the employee/office area from the shop. I added a speeder (a metal kit from Durango Press), and rails to support it. I then added shelves, supplies, posters, calendar and other items. One pane of my window was "broken" and the MOW crew fixed it themselves with a piece of "plywood" (fig 15).

You could chose to add lights, a chimney, fuel oil tank or propane tank, electric meter, gutters and other items. Rafters under the roof were part of this original plan, but I forgot to add them.

Let your creativity take over. Scratch build the details for more points. Plus, it's cheaper to scratch build! I built the shelves and supplies out of scrap styrene and hand painted them with various craft paints.

Finito!

There you go. You have the plans and parts list to get started. Collect up the materials and give it a try. It's a simple little structure and it shouldn't take you too long to build it. If you don't like how it comes out, or just want more practice, build another one – but change it up so it doesn't look the same. There's plenty of time to build your shed and bring it to the convention in June. If you feel uneasy about it being officially judged, bring it anyway and show it to the contest room folks. They would be happy to talk to you about it and give you tips and encouragement.

Building a more complex structure is just more of the same and will build up your confidence and skill level. Tune in again next time when we will build a factory, which isn't much more than a speeder shed on steroids.

If you have any questions, or need help "getting your shed together," please feel free to contact me. ML

Don Winn, Division 6 Director
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(940) 391-0950

14

15

Kitbashing for a Winter Scene

by Lloyd Henchey

1

This project (1) started with a live show on how to build a Hydrocal structure. I had to pick a structure from many, but it needed to fit my layout's era. The only one I found, was the "The Old Anderson Place" from Downtown Deco.

It's a nice building but it needed more to it, so I also bought "Brickworks Storage Building" from Walthers (2). From there I decided to do an old Feed Mill building that was abandoned. The only thing missing was an extra level on the

2

3

4

roof which I was going to scratch build with Basswood. It needed a loading dock (3), and I had what I was looking for looking for.

The show was on the Hydrocal building and the rest was done on the side. We showed how to assemble the walls which needed preparation to make it fit properly and added plaster to hide the imperfection.

A coat of grey primer was put on all buildings at first and while waiting for the next show, I worked on the metal roofs, adding rust with gouaches and Pan Pastel. (4)

On the next show, we showed out to paint Hydrocal and do the weathering. We then added the windows and details, and since it was an abandoned building, I made a broken window.

Another break on the show gave me a chance to accomplish more on the other parts. I added the sliding doors and roof details, painted the top to look like Purina, painted the rust on the walls and added stairs to the dock.

5

6

On the final show, we finished with the roof which was done with strips of roofing tiles and any extra details. Now that the shows were finished, I was able to finish my building.

Since I was doing a winter scene, I decided to make it a diorama a first and if the scene came out the way I wanted, I would just incorporate it in my winter section of my layout. The next step was to work on more details such as a gate, fence, track, trees, pulley, and an oil tank. (8)

Now I was ready for the snow. (9, 10) I started with a base made of plaster. Once dried, I added Flex Paste from Woodland Scenics on the plaster and wherever there was a ledge, such as the roofs, windows and loading dock.

The final step (11) was to add the snowflakes from Woodland Scenics and more details. I broke a few boards on the dock, added 2 skiers, added a weather vane on the roof and two hobos inside warming up near a barrel with fire. The fire was created with an Arduino flashing to LED's inside the barrel. **ML**

7

8

9

10

11

Hawkesbury
Montreal
Ottawa
Canadian Pacific
Junction

Youth

by Jim Lemmond
jimlem@comcast.net

The 2020 Youth Awardees have or will receive their recognition plaques at ceremonies at the clubs that nominated them. Division 6 held a virtual award ceremony in March 2021. Division 8 will honor their awardee at a live meeting on July 17, 2021, at the All Points North Model Railroad Club in Conroe. No information has been received concerning Division 3.

Wanted! Nominees for the LSR 2022 Youth Award.

- Who: Any boy or girl 18 years old or younger with an interest in model railroading.
- Where: One nominee from each LSR Division.
- A past awardee: May be renominated for another year if they meet the qualifications specified in the LSR Constitution. Contact Jim Lemmond before December 1, 2021.
- How: Fill out the special Youth Award Membership Form available on http://www.lonestarregion.com/
- When: Submitted to your LSR. Division Director by December 1, 2021. For more information contact: Jim Lemmond, Youth Chairman: jimlem@comcast.net

Mike Mackey
Division 1 Director
Email: director@cowcatcherdivision.org

Ken Mason
Division 2 Director
Email: series9parts@cox.net

Boyd Patterson
Division 3 Director
Email: mboydpattersonjr@gmail.com

Bob Thiele
Division 4 Director
Email: rthiele52@hotmail.com

Brooks Willig
Division 5 Director
Email: Headroadie2004@gmail.com

Don Winn
Division 6 Director
Email: donswinn@gmail.com

Don Kimmell
Division 7 Director
Email: prrdpkjr@msn.com
Elf4kcs@mac.com

Phil Stewart
Division 8 Director
Email: pstewart1225@yahoo.com

Convention

by Marc LaChey
bu1977@att.net

As of the writing of this report, we have approximately 70 full registrations and 8 non rail registrations for the 2021 Tulsa Union Convention. Absent some adverse turn from Co-Vid, we are confident that registration numbers will meet our budgeted minimum of 100 registrations. And if past registration patterns are repeated, we may see between 130 to 150 registered attendees at the convention.

Thanks to the work of clinic chair, Chuck Lind, we have 21 clinics scheduled. This will fill the available clinic slots without repeating any one clinic.

The contest room management has been confirmed to include representatives from both regions. We expect to have contest entry/registration support from the local Tulsa community. The contest room management team is coordinating regional specific awards. A consensus has been reached to give plaques for first place winners and certificates to second, third, honorable mention winners.

Our non-rail chair, Patsy Patteson, is researching available museums and other such venues for tours by non-rail attendees.

Our Op Session chair, Steve Gillett will start work to determine the scheduling of operating sessions after August 15th. Our plan is to have a schedule of available layouts, time slots matched to interested operators by September 1st.

As previously announced, LSR Division Four will host the 2022 LSR Convention. Dates are May 5,6,7, 2022. The convention venue will be the Mayborn Civic and Convention Center in Temple, TX. Arrangements are being made with several area hotels for discounted rates.

Going forward, be reminded that I submitted my resignation from the regional Convention Chair position to be effective with the board meeting of June 12, 2021. Those who have interest in volunteering to serve as the Convention Chair are encouraged to contact LSR President, Donna Orr. I have offered to remain in the position until a new Convention Chair has been appointed and will make myself available to facilitate a smooth transition to a new Convention Chair and mentor the new chair as appropriate.

Help Wanted - Convention Chair

Having announced my resignation as the LSR Convention Chair effective either at the end of the June 12, 2021 Board meeting or as soon as a new chair has been appointed, I offered to our incoming President, Donna Orr, to write a brief article for the Marker Lamp to explain the job just a bit and hopefully solicit some volunteers. So, this is my effort to replace myself!

First, the title "Convention Chair" is a bit confusing in my experience. The position is really "Chair of the Convention Committee". The Convention committee is described in the LSR By-laws as follows:

Convention: Duties of this committee are to coordinate the activities of the host city convention committees to insure as far as possible a good convention each year. In cases where the committee decides that the host convention committee is not functioning properly, it should bring the matter promptly to the attention of the President and the Board of Directors.

Translated, what this means is that the Chair of the Convention committee is responsible to ensure that a responsible group or Division has been identified to host our regional convention, and that all planning and administration to support the regional convention is done in a timely fashion.

Another way to look at the position is that the Chair of the Convention committee is in many respects the keeper of our "tribal knowledge" related to the convention. This means being aware of past issues, knowledge of contracts and maintaining a history of the accounting from one convention to the next. But the Chair of the Convention committee is not the Chair of any specific convention. That responsibility and authority remains with the person within the group or division who is hosting a convention. The Chair of the Convention committee is there to advise, but not direct, the local convention chair.

While maintaining the knowledge of what worked well in past conventions and what did not work well is important, there are two key tasks performed by the Chair of the Convention committee. First is to review any contract to be executed in the name of the Lone Star Region with a local venue (hotel, convention center or similar facilities). Second is to review the proposed convention budget to be comfortable that the financial planning by the local group/division covers anticipated expenses and does not pose a financial risk to the Lone Star Region.

Anyone interested in earning some hours toward their Volunteer AP certificate should consider this opportunity. And I will be available to mentor the new Chair of the Convention committee as long as it is helpful. Feel free to contact me if you have questions about the position.

Contact LSR President, Donna Orr if you wish to be considered as Chair of the Convention committee.

Director Reports

Cowcatcher Division 1

by Mike Mackey, MMR
director@cowcatcherdivision.org
cowcatcherdivision.com

No report

Bayou Division 2

by Ken Mason
series9parts@cox.net
504-722-6610

Activities in the Bayou Division continue to be on hold. However, now that we have many people getting vaccinated, some have started to return to normal club activities. The CCMRC has seen some regular members return to our normal Friday night meetings and I expect the Bayou Division will follow suit with more activities depending on my personal schedule and getting help to host an event. If anyone in Division 2 would like to host an event or conduct a clinic, please contact me and we can work out the details of what, when and where.

That's it for this time, short and sweet. Hopefully more to report on for the next Marker Lamp.

North East Texas Division 3

by Donna Orr
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972-342-8598

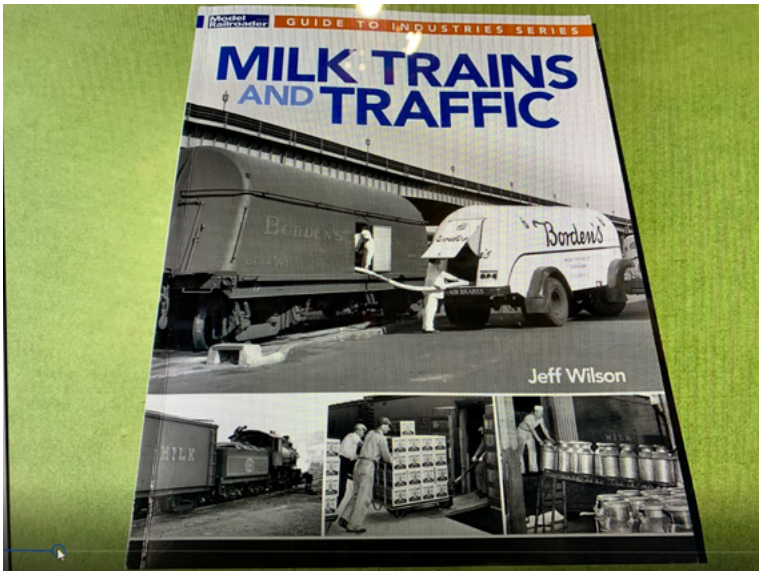
In our Division we are still having virtual meetings. Hopefully in person meetings will start soon. At each of our meetings we do have NMRAx updates as well as updates on our Regional convention. Each month this quarter we had a very interesting presentation.

In February Brady McQuire gave a presentation on "Milk Car Operations on his Laurel Valley Secondary" (1,2), which Included an overview of the history of milk and its transportation. And the modeling a bulk tank milk car and a creamery in 1957 for Harmony Creamery, Pittsburgh, PA.

In March, John Lowrance did a presentation on plaster casting of rocks. (3) We learned some very interesting ways to mold and install rocks in a layout.

April we had a very interesting clinic on Dead Rail (4), presented by Pete Steinmetz. Pete Steinmetz, owner of Dead Rail installs, discussed controlling locos with battery power and remote control. We discussed the various available systems, sound or no sound, battery charging, and battery safety.

May is coming and we are changing our Division makeup with a new division Director. Boyd Patterson who was recently elected will be taking over. Congratulations Boyd, and I'm looking forward to your marker lamp reports.



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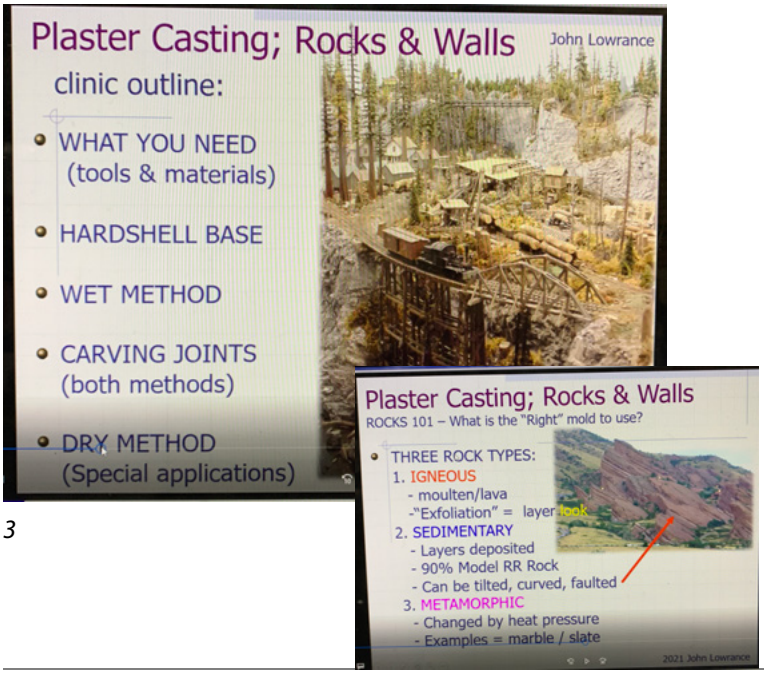

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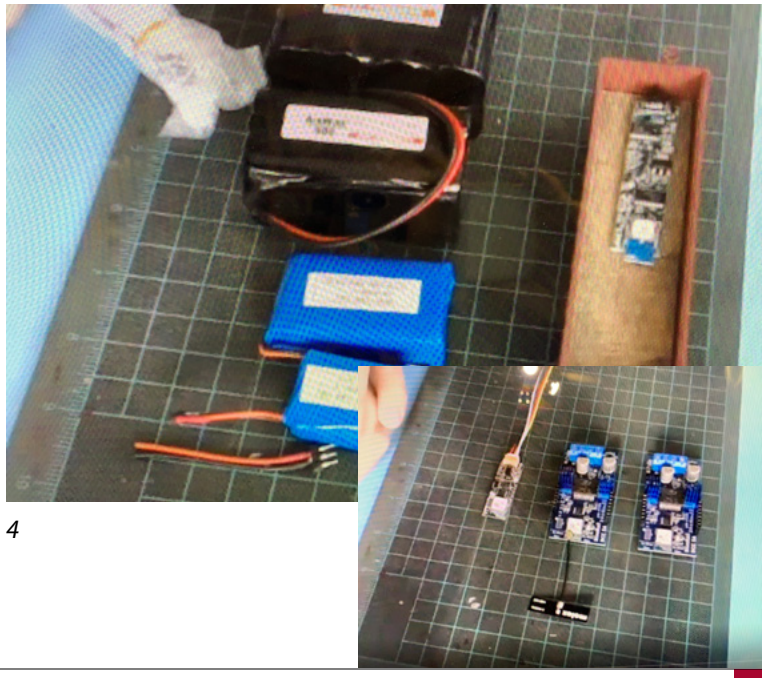

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CenTex Division 4

by Bob Thiele
director@centexnmra.org
CenTexNMRA.org

I want to say that the Zoom communication platform has been the life line for the Division. It has offered the opportunity for Division members to gather to exchange ideas and to renew friendships. It has afforded us to expand our acquaintances to all regions and overseas. With members mobility being restricted to a point, many hours of modeling work has been accomplished and with amazing results. Over the past year the Division members have viewed many fine modeling project presentations. This year I want to set up satellite stations for members who are outside the Austin driving area. Member can gather at a designated place and participate in the Division meeting while it is taking place in Austin. The goal is for all members to be included in the Divisions activities.

In our March Division meeting, Cliff Scherer gave a report on the new website. I am excited about the opportunities that the new site will afford the membership in communication and access to modeling information. The 2022 convention in Temple TX was discussed with emphasis on members volunteering to staff the convention. The multi-regional meeting has been a great substitute for the in-person meetings. It is a great way to know members from around the country and overseas. We had some great presentation with excellent workmen ship involved. Division members gave some great presentations on work done on their layouts.

Tim Giraud - Goose Lake, Sour lake and Western
David Nicastro - continued improvements on the Moffat Tunnel route
Wayne Jones and Franklinton crossing
Mike Barrett – Improvements to make the layout work area more efficient

I want to thank James Knabb again for all the work he has put into the Multi Regional Zoom Meetings. The Division members have nothing but praise for the meetings. This tool has brought together NMRA members from around the country and overseas to exchange ideas and develop acquaintances.

The Austin Model Railroad Society, an all NMRA module group has had to make the same adjustment as the Division. All meetings have been on Zoom and the group has not assemble for operating sessions since March. They have approved the second phase of building with 25 feet of modules depicting down town Austin in the late 1950's. Members are constructing the individual modules at home with the hopes of joining them together in the near future.

The Austin Area Train show sponsored by AMRS has been cancel twice but a new venue has been selected and the show will be held on August 28-29, 2021. The AMRS recently had a train watching gathering. It was great to see friends once again and talk about what they have been doing for the past year.

Division 5

by Dave Lamberts
DavidWL1944@aol.com
806.792.7244

No report

Division 6

by Don Winn
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940.391.0950

As vaccinations increase and the covid situation gets more under control, things are gradually opening up as far as local model railroad activities are concerned. The SAMRA Train Show was held in February, followed by the New Braunfels Train Show in April. Both of them had reduced participation from exhibitors and attendees, but feedback from those who attended was positive.

All of the local clubs are still in operation, although with limited hours and other restrictions. All of them welcome new members. If you don't have a home layout or are looking for another way to participate in the hobby, you may want to check them out.

SAMRA (HO) www.samratx.org
AMRE (HO) https://www.facebook.com/Alamo-Model-Railroad-Engineers-131049020314605/
SANTRAK (N: Both T-Trak and N-Trak) www.santrak.org
Texas Transportation Museum https://txtransportationmuseum.org/

The South Texas Railroad Social was held in March via Zoom. Clinics included modeling a calcium carbide car, the Llano river railroad, the C&O caboose in Llano and a virtual tour of my model railroad. The next social is scheduled for June 26th as a Zoom meeting, but plans are being made to bring it back to an in-person forum in September, assuming covid restrictions are rolled back at the Longhorn Café by then. http://www.southtexasrr.com/

During the March social, I had the honor of presenting (virtually) our division's LSR Youth Award to Joseph Cobb. Joseph has done some amazing work at the Texas Transportation Museum, including the restoration of a speeder. If you see Joseph, please congratulate him on this fine achievement!

The Lone Star Region convention is scheduled now for October 6-10 in Tulsa. The early bird registration discount runs until July 1, so sign up now. For those who wish to operate, the slots will be determined based on your registration number, so early is better. For more information, go to http://www.2021tulsaunion.com/. A description of the clinics is already posted there.

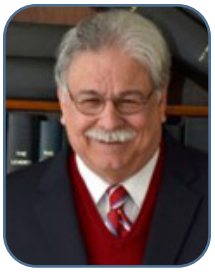
As always, if there is anything we can do to help you in your modeling, please don't hesitate to contact me.

Stay safe out there.

Division 7

by Don Kimmell
elf4kcs@mac.com
318.798.7718

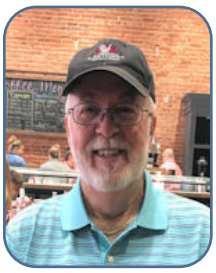
No report



Texas Gulf Division 8

by Phil Stewart
pstewart1225@yahoo.com

No report



At-Large

by Darryl Cowels
darrellcowles1@gmail.com

No report

At-Large

by Marc LaChey
bu1977@att.net

My report as Director at Large will be brief, as my recent activity for the LSR has been focused on the 2021 Tulsa Union Convention and the 2022 LSR Convention.

During the February 2021 Division 3 virtual meeting, I made a brief presentation on my building of the Strong & Strong grain elevator from scratch for a local layout. The presentation was done via PowerPoint and explained the planning, initial testing, fabrication, and painting of the structure. As a side note, this scratch-built structure was submitted for judging as a part of my achievement program structures certificate. The building received a merit score and was therefore the final project that I needed to complete the structures achievement program certificate.

As an "advisor" member of the Division 3 leadership, I recently met with incoming Division 3 Director, Boyd Patterson to discuss the Divisions involvement as a member of the North Texas Council of Railroad clubs and the two train shows produced by the council.

At-Large

by Pete Leach, MMR
pleachtx55@gmail.com

Milk Car Wreck of 1913 as seen in 1925

Well, it has been over a year since my last in-person train event. It was an operating session at Robert Ashcroft's fine HO layout based on the Santa Fe. It was a lot of fun and hope to get back to it soon!

I have been able to attend many on-line gatherings. One unique meeting was to attend a clinic by Sam Swanson (MMR) at the Capital Division (Michigan) in the North Central Region. Sam is a wonderful modeler with great attention to details. He uses very simple materials to produce worn and weathered results on styrene. Sam is part of the Great Lakes HOn30 Group (modules based on Maine 2-foot railroads) in which I am an honorary member. Sam has had many articles published in the GAZETTE and On30 Annuals, just to name a few. In addition to the knowledge gained from Sam, it was great to meet fellow modelers from other regions and divisions.

Another favorite virtual meeting continues to be with group of well know Maine 2-foot modelers, authors, historians, and fans. This monthly gathering is currently organized by David Keith, part of the Sn2 Crew based in Ohio. The sessions include a virtual layout tour or clinic, followed by a general discussion and socializing.

A recent session included a clinic given by Australian modeler Gavin Beaumont. He showed how he built a simple model of a water column based on the Sandy River 2-Foot line. He updated the model over several years, adding details and animation, as his knowledge and skills evolved. I plan to use some of the techniques he used to upgrade a similar water column on MY layout.

I am scheduled to present a virtual layout tour and downsizing clinic for the NNG group (National Narrow Gauge) in July. These monthly virtual meetings are a good mix of Layout Tour, Clinic, and a Vendor Presentation. Fellow LSR Director-at-Large Marc LaChey is one of the core members of the team organizing these events. The need arose when the NNG convention was canceled because of COVID.

On the home layout front, I have been going through my model storage area in search of projects. Below is a photo of an O Scale 1923 fuel truck I kitbashed from a plastic Model T Touring Coupe. The only parts used from the donor model were the radiator, hook, rear axle, and front chassis. The tank, cab and rear frame were scratch built.

A construction article was published in my Back to the Bench column in the San Jac Model Railroad Club newsletter: DERAIL. Please check it out if you would like to know how I built it.

Achievement Program

by Duane Richardson, MMR
duane@purgatoryanddevilriver.com

The entire Achievement Program (AP) history for the LSR has been added to a database I created. Reports are now available at the push of a button. Current activity is shown in Table 1 below.

Table 1

FIRST_NAME	LAST_NAME	Certificate	MMR_NUM
David	Crumpton	Electrical	
David	Crumpton	Golden Spike	
David	Crumpton	Scenery	
David	Griffith	Structures	
Dean	Ferris	Chief Dispatcher	
Dean	Ferris	Golden Spike	
Dean	Ferris	Scenery	
Dennis	Wright	Golden Spike	
Don	Winn	Official	
Gerald	Schoenberg, MMR	Motive Power	
Gerald	Schoenberg, MMR	Prototype Modeler	
Gerald	Schoenberg, MMR	Structures	
Gert (Speed)	Muller	Golden Spike	
Greg	McComas	Chief Dispatcher	
Greg	McComas	Golden Spike	
Greg	McComas	Scenery	
James	Kelly	Author	
James	Kelly	Civil	
Joe	Leising	Electrical	
Joe	Leising	Volunteer	
Ken	Mason	Official	
Ken	Mason	Scenery	
Larry	Swigert, MMR	MMR	666
Larry	Swigert, MMR	Motive Power	
Marc	LaChey	Structures	
Michael	Ross	Author	
Michael	Ross	Golden Spike	
Michael	Ross	Structures	
Mike	Barrett	Author	
Mike	Barrett	Volunteer	
Randall	Wilson	Chief Dispatcher	
Randall	Wilson	Electrical	
Robert	Ashcraft	Electrical	
Tom	Greco	Structures	

In Table 2 is a breakdown of all the MMR's for the LSR. Note Divisions 2 & 5 have never had an MMR. Division 7 has only had 1 but he has since moved to Division 3. We have 11 members who are within 2 certificates of getting their MMR and 10 who are down to their last certificate.

Table 2

Division	Count	Moved	Deceased	Current #
1	7		2	5
2	0	0		0
3	14		3	12
4	4		2	2
5	0			0
6	10		3	7
7	1	1		0
8	18		2	16
Totals	54			42

Treasurer Report

by Speed Muller, Treasurer
lsrtreasurer@huntatrophy.com
469-345-0022

Another financial year went by, probably one of the most "financially" quiet ones. And likely a lot more profit made running model trains delivering passengers and freight! We still have full, one year NMRA memberships (including the magazine) available for any veterans or active service personnel who would like to join.

Fourth Quarter, 2020/2021:

Beginning Balances (2021/01/31)		
Tulsa Advance	$ 1,000.00	
LSR Unrestricted Accounts	$41,792.10	
Beginning Total LSR Net Worth	**$42,792.10**	
Bob Clarke Award Fund	$ 528.86	
Division 5 and 7 Rebates in Escrow	$ 145.00	
Delattre Fund	$ 660.00	
Outstanding checks	0.00	
Future Advances due	$ -1000.00	
Bank Saldo at bank	**$43,125.96**	
Proceeds		
NMRA Rebate	$ 785.00	
Total Proceeds	**$ 785.00**	
Disbursements		
Youth Memberships	$ 120.00	
Youth Chairman	$ 184.25	
Treasurer Expenses and Postage	$ 36.98	
President Expenses and Postage	$ 22.00	
NMRA rebates to Divisions	$ 392.50	
Total Disbursements	**$ 755.73**	
Net Proceeds - Disbursements	**$ 29.27**	
Ending Balances (2021/04/31)		
Tulsa Advance	$ 1,000.00	
LSR Unrestricted Accounts Total	$41,821.37	
Total LSR Net Worth	**$42,821.37**	
Bob Clarke Award	$ 528.86	
Division 5 and 7 Rebates in Escrow	$ **167.00**	
Delattre Fund	$ 660.00	
Outstanding checks	$ **429.48**	
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Bank Saldo at bank	**$43,606.71**	*(confirmed 5/01!)*

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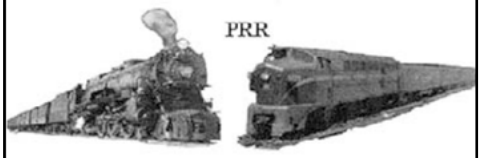

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Next deadline for submissions is July 15

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submittals and inquiries | rileytriggs@gmail.com